

4 JUNE 1954

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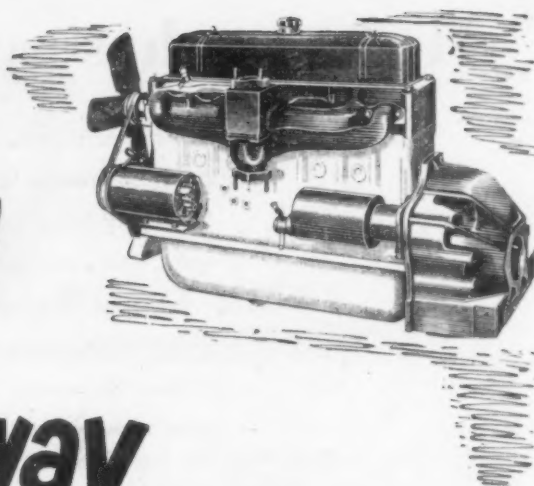
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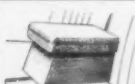
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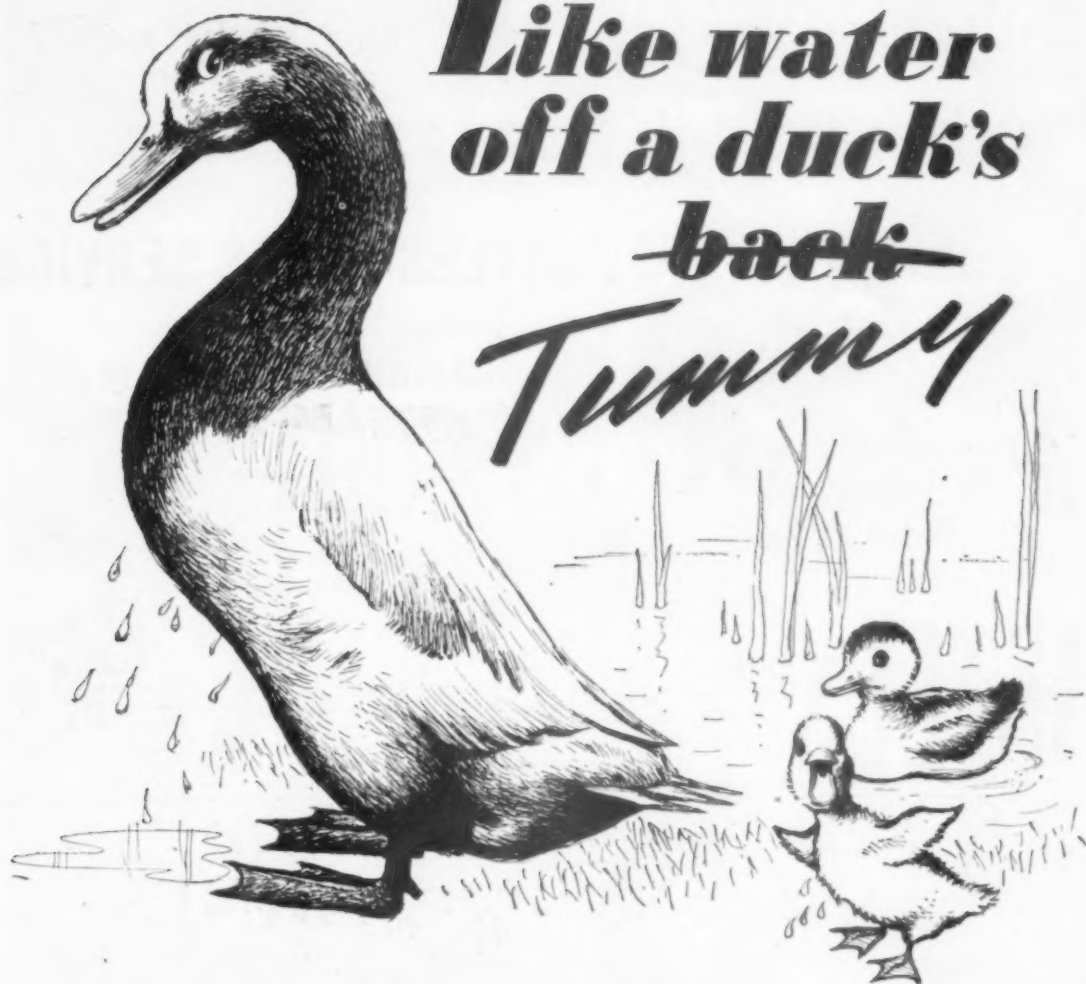
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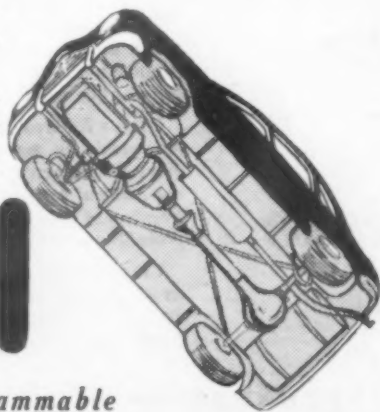
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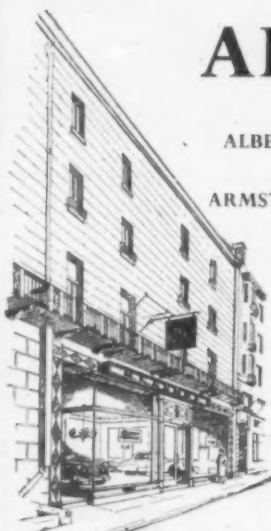
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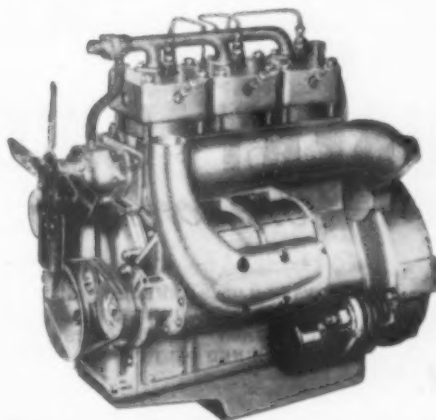
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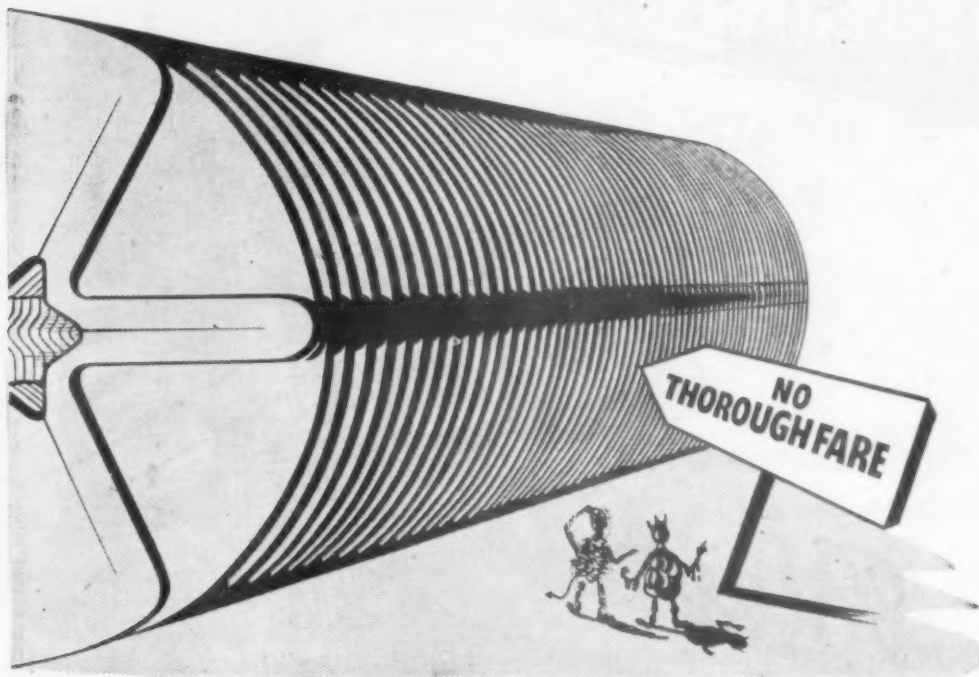
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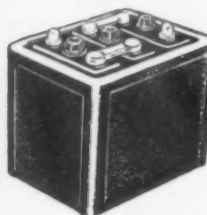
Edited by F. Langford-Smith,
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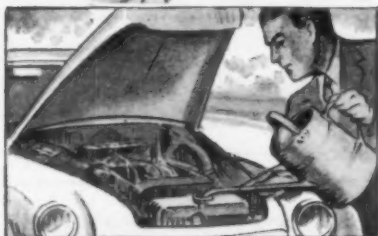
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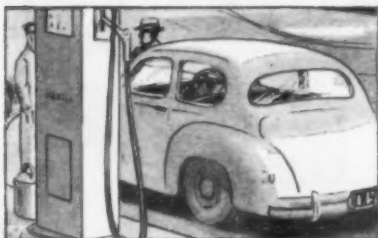
Heavy day ahead—so off to an early start. First check oil and water, tyres in order, tank fairly full—switch on. No delay in starting the engine, although it is still nippy in the mornings. Drives straight away from cold too, without any trouble and now down into town.



Not putting many miles behind me yet. Have to watch out this time of the day with so many cyclists about. Then there are beacons and traffic lights, not to mention straying dogs. It's times like these that make one appreciate how readily the engine responds to the throttle.



On the open road at last! Wider throttle now—the car surges forward. No fuss, no hesitation. Smooth progressive acceleration and yet I know that my m.p.g. figures will be reasonable enough. Ah, here's my first call. Just manoeuvre into that parking space. Now for my customer.



—and so the day goes on—business not at all bad either. Getting late now though, better head for home and get my orders and reports off to Head Office. Hello! petrol getting low, must fill up. Not surprising, I suppose with the big mileage I have covered today but—it used to mean a lot more gallons until—



one evening I got talking to a 'fellow traveller' about the heavy costs of running a car these days when he told me how he found what a major part the carburetter plays in the question of running costs. The carburetter has a very exacting job to do and unless it is in perfect trim, performance and consumption figures will suffer.

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Plan and name and address of your nearest Service Station

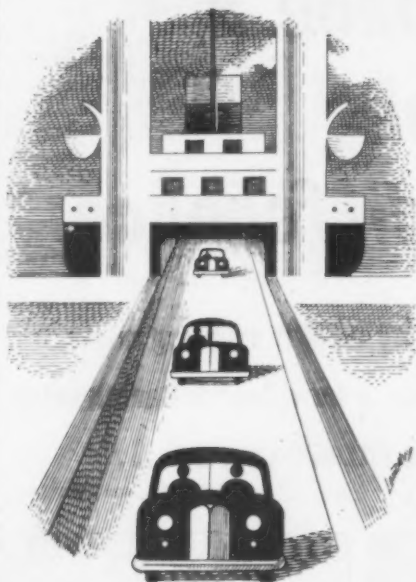
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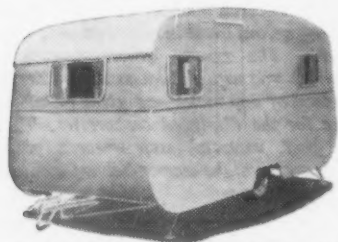
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In This Issue

Please Make it Safe!	782
News and Views	785
Disconnected Jottings	787
Racing at Aintree	788
ROAD TEST:	
Buick Roadmaster Saloon	793
High Speed Standard Diesel	797
In Defence of the Proverbial Ditherer	800
Interesting Competition Cars: Le Mans Kieft with Coventry Climax Engine	801
Correspondence	805
Accessories	808
Whitsuntide Sport	809
Le Mans in Prospect	809
Eight Clubs Silverstone	810
The Sport	811
Club News	813
In Brief	814

The Autocar

FOUNDED 1895

No. 3053

Friday, 4 June 1954

Vol. 100

Racing Quandaries

IN the timing of their withdrawal from this year's sports car racing the Austin-Healey organization ensured that it would attract the maximum attention, for the cars had been entered for the Le Mans race, only a week or two away. Presumably the firms concerned are prepared to accept the inevitable criticism that such proximity must arouse, and on behalf of the organizers of that particular race the reminder must be made that the rules have been known for a long time; moreover, they are the same for all entrants.

But when that is said the fact remains that the Austin-Healey withdrawal calls attention once again to the unsatisfactory state of sports car racing, compared with which formula 1 and 3 racing is positively carefree. Under the present rules—and, indeed, under the rules as they have existed for many years—racing sports cars have increased their speed to such an extent that it approximates to Grand Prix speeds, and at the same time have assumed an appearance peculiar only to the type of event for which they are built. As a result, in current forms they offend those who regard sports car racing as the means of matching one "ordinary" car against another, and who wish to see the improvement of the breed, which racing undoubtedly promotes, happening, as it were, under their noses instead of over a long period of evolution.

Some effort to keep sports racing cars within the bounds of normal road practice is made by the F.I.A. regulations governing sports car events; briefly, they insist on a minimum of equipment necessary to comply with average national laws. Those who see any hope of improving matters by stiffening such requirements are baying at the moon. Further steps in that direction would have to load the sports car with an artificial burden; as well insist that each one carries half a ton of ballast. Before this process went very far, highly tuned production machines would be putting up better figures on the road than sports cars on the circuits. Moreover, in applying specification and appearance restrictions it is necessary to be very careful not to stultify design. Back in 1936, the appearance of some of the German racing and record cars frequently earned the adjective "fantastic"; something like the shape is a commonplace for high-speed road cars today.

If one considers, say, the Aston Martin DB2-4 in relation to its predecessors, can it be said that the long racing participation of this *marque* has led to any anamorphosis of that splendid machine? Yet the unsatisfactoriness of the sports car racing position has long existed, and the somewhat huffy statement in the Austin-Healey announcement to the effect that racing with non-production sports cars loses its value both to the manufacturers and to the buying public hardly seems to be borne out.

If any concern is to be felt as to where racing has led the sports car it might be because it has made it too fast for its drivers, and for the road systems which it is forced to use. Surely there are very, very few buyers who really need, can drive properly, or use the full performance of, a 150 m.p.h. car? It is true that safety at very high speeds means proportional benefits lower down, but it is also true that speed is not synonymous with efficiency, however closely they are linked.

The remedy which is most often advocated is that a sports car should be positively in production to be allowed to compete in racing. This proviso is usually interpreted by race organizers in terms of catalogue availability to buyers and a certain definite number sold. The standards are difficult of application and even more difficult of supervision. There is, moreover, a very real danger that too much thinking along these lines would kill virtuosity. The genius who devises a single winning machine in a backyard must be allowed to prove its superiority, and surely the big firms are better placed to produce winners than the backyard genius? Even the argument that such prototypes are incapable of economic production is untenable; the same would have been firmly believed of a 1954 Morris Minor had it won the Paris-Bordeaux road race of 1899.

PURCHASE tax. Yes, that is the main reason why many thousands of motorists in Great Britain are unable to own a car which was built after 1946. But purchase tax on new cars means that the would-be motorist's pocket is not picked from other directions; and if he cannot afford to buy the new car that he would like (and few of us can these days) he can at least afford to look down the second-hand columns, for no purchase tax inflates them.

The term second-hand is more often than not a misnomer as many a registration book will show. "The one owner since new" bargain is hard to come by. If it is found it is usually worth the little bit extra that it commands because it has obviously been the apple of somebody's eye and is well maintained. But the older car which has changed hands perhaps half a dozen times may not be in such a happy state. Appearances are often deceptive, and possibly underneath the well-polished paintwork there is a packet of trouble. But to a great many of us the ownership of a car is a worth-while step up the local social ladder; and it means a happier holiday, and some beauty spot always within easy reach of the home for a day's outing. All in all, it gives a new zest to life.

Those and many other reasons are why the roads of Britain are so crowded today. Cars which, before the war, would have been found only in the breaker's yard are still leading a useful, if somewhat hazardous, life. They start up when the button is pressed, or if the handle is inserted and wound energetically by the proud and perspiring owner.

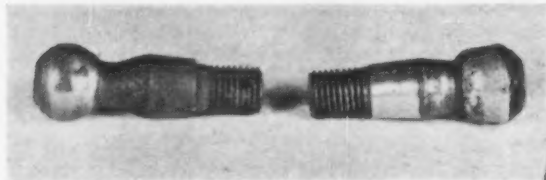
hauling the steering gear does not just mean pumping grease into as many points as can be seen, but involves a little more than that. It is not difficult, and complicated and expensive tools are not needed. The only ones which might not be found in the average garage are assorted ring spanners and a hammer with a combination head that is solid copper one side and hide, or tough plastic, the other. With these and the usual kit of tools (comprising a pair of pliers, some open-ended spanners, a good ordinary hammer and a stout screwdriver) quite a lot of work can be done. You will save yourself money and be a little richer in experience and knowledge.

Even if there is not much lost movement at the steering wheel, the parts to inspect are the ball joints, and there are, as a rule, at least four of these. One on the end of the drop arm at the steering box, which engages with a spring-loaded socket in the end of the push-and-pull rod, another in the steering arm, this one fitting into the forward end of the p.-and-p. rod, and one at each end of the track rod which connects the two front hubs. The push-and-pull rod can usually be disconnected by first withdrawing the split pin at one end—both ends having a similar arrangement—and unscrewing the threaded boss inside the rod. This boss compresses the spring which, in turn, presses one-half of a hardened bearing surface on to the ball pin.

The threaded boss having been unscrewed, a slight movement of the steering wheel will let the drop arm ball joint move backwards far enough for the ball to be withdrawn

PLEASE MAKE IT SAFE!

PRACTICAL ADVICE TO THE OWNER WHO USES A PRE-WAR CAR



Evidence of the incorrect fit of a steering ball pin in the drop arm or steering arm is shown by rust on the taper. Any worn pins must be replaced.

The engine may tap or rattle a little when warmed up, but they do carry owner and family on lawful business.

The only official view taken of these more or less elderly vehicles, provided that they have the requisite number of lights and brakes, and are not obviously falling apart, is that of insurance companies who, for cars over a certain age, require a competent engineer to certify that they are mechanically sound; they may also increase the premium according to the age of the vehicle.

In some cases, too, only the minimum insurance cover required by law is obtainable. The reason for this is sound and was introduced because major spare parts for that particular make and model might be unobtainable and, if specially made, would make the cost of repair prohibitive. But a great number of these cars are having to be used today and the proportion that can be seen halted at the roadside while running repairs are being effected compares very favourably with that of more modern products, which also have their teething troubles.

But if you own one of these cars and yours is not the first home it has had, have you done your best to make sure that it is safe and will give the minimum of trouble?

What have you done to it since you purchased it?

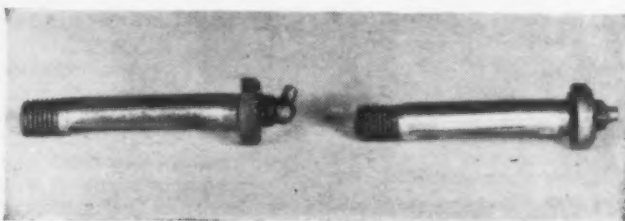
A certain amount of preventive maintenance, as the Army calls it, can be done with advantage. The most essential items are steering, brakes and tyres. Maintaining or over-

from the push-and-pull rod. If the car has done a considerable mileage without any previous attention to the steering gear, the ball joint will show wear on the neck and there will be flats on the ball itself.

The remaining joints should be dismantled; the track rod ends may be slightly different in construction, but as a rule they are not complicated. Do one at a time and (this applies always), having undone and removed a nut and bolt, *replace the nut on its own bolt.*

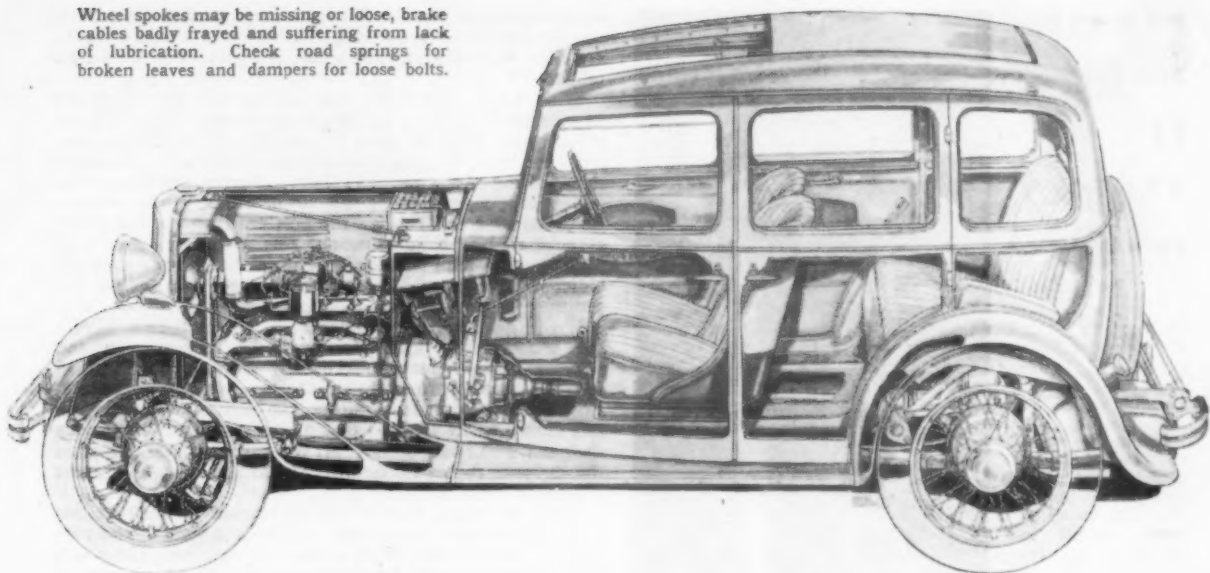
If the ball joints are worn they should be renewed. This sounds easy, and it is if a little common sense is applied. The joint will be a taper fit in the drop arm or steering arm and it will be secured by a slotted nut which has a split pin through it; if it hasn't, it should have. Having removed the pin, undo the nut until the top of it is level with the end of the thread of the ball joint. The job is more easily done if there are two people, but it can be done by one. This is where the copper hammer must be used; place a heavy weight or steel hammer against one side of the drop arm where the ball joint passes through and tap the opposite side smartly with the copper or lead hammer. Several blows may be needed, but this method has never failed to loosen the most obstinate taper and the use of the soft-headed hammer obviates damage to the drop arm.

When the new steering ball joint or pin is fitted it should



Badly worn shackle pins will affect steering, besides being the cause of mystifying rattles.

Wheel spokes may be missing or loose, brake cables badly frayed and suffering from lack of lubrication. Check road springs for broken leaves and dampers for loose bolts.



be lapped in the hole with fine-texture valve grinding paste to ensure a proper fit, and when this has been cleaned out the nut should be tightened firmly and a new split pin used. If necessary, new bearing pads should be fitted at the same time as the new ball pins and the opportunity should be taken to see that when the grease gun is used the grease really does reach its target.

Worn spring shackle pins and shackles are other items that affect the steering to a certain extent but do not constitute so great a danger as worn connections in the steering layout itself. If replacement shackle pins are unobtainable the worn ones may be built up by welding or having new metal electrically deposited on the worn surface. They should then be hardened and ground to original size.

Obstinate Bushes

The road spring eye bushes should be replaced. Any that are reluctant to leave their position may be removed by being cut through longitudinally with a hack-saw, the blade being first passed through the bush and connected up to the saw frame in the normal way. Do not attempt to carry on sawing through the spring eye itself. You will not get far; and saw blades do not thrive on spring steel. One cut through the bush should be sufficient, and it can then be knocked out with a drift or punch.

New bushes having been fitted—and do not bang them on the end with a steel hammer; a puller made of a long-threaded bolt with a nut and two washers will do the trick—any play between the shackle and the spring eye can be taken up by using washers of a suitable thickness. Here again, don't forget to have a look at the grease points. Remember, if the old shackle pins have been built up, fresh oil holes will have to be drilled before they are hardened.

Of all the parts of a car subject to wear the braking system comes in for a full share. There are two main systems—the purely mechanical by rod or cable from the pedal shaft to the cam lever, and the hydraulic layout. Occasionally the older cars have a combination system. Rods use joints and joints mean wear, and more often than not there is no provision for lubricating the joints except by a hit-and-miss oil-can. All fork ends and pins should be inspected and renewed if necessary. The industry calls these pins clevis pins; they are simple-looking devices with a shoulder at one end and a split-pin hole at the other, and so much depends on them. A fully laden car takes a lot of holding on a gradient like Porlock, or on some of the North Country hills, and these small units are cheap and easy to replace. If the correct size cannot be found, use a high-tensile bolt of the

correct diameter; the nut must be pinned up. Any worn fork ends should be renewed or built up and drilled again. A well-equipped garage should be able to do small jobs such as this at a reasonable price.

Wire cables often operate round corners by means of pulleys. The cables fray and the pulleys seize up through lack of attention and wear. No repair is possible to a cable; a new one is essential and, after some miles of usage, it will have had its initial stretch taken out of it and the brakes may need slight adjustment. The pulleys should be given attention; seized ones should be removed, cleaned and lubricated and worn-out ones should be replaced. An hydraulic system can have its failures and some of these are caused by dirt in the fluid, which will find its way through to the rubber cups in the wheel cylinders or master cylinders and damage them. The incorrect fluid may have been used at some time, with fatal results to cylinder cups and perhaps gumming up of the pipe lines. There may be air in the system, or a leaky pipe or union will cause loss of fluid.

Air Troubles

Normally if a hydraulic braking system has been given proper attention during its working life there is little to go wrong, but, if trouble persists, the best policy is to let the garage attend to the system. If there is a spongy feel to the brake pedal when it is pushed down there may be little or no fluid in the reservoir or there may be air in the fluid line. The car may pull to one side when the brakes are applied and one cause of this on older cars is grease or oil on the linings. Too much pedal movement, which some drivers tend to ignore by "pumping" the pedal several times to build up pressure, usually indicates that the brake shoes require closer adjustment to the drums; or, on the other hand, there may be a leak in the system.

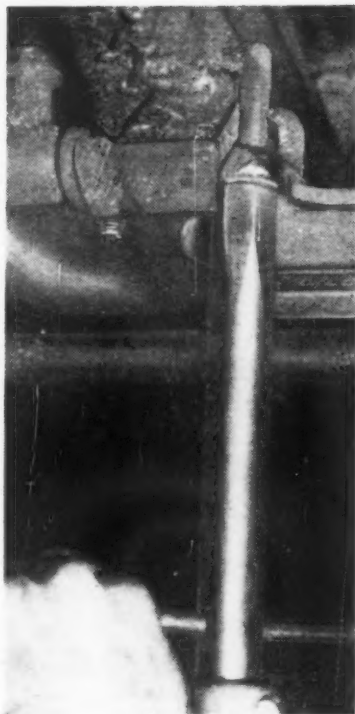
A serviceable braking system is as important as good steering; it is no good waiting until you have to tell St. Peter why your brakes did not work at that particular moment.

The police have powers to stop any vehicle and inspect the braking and steering if they have reason to do so, and what could be more upsetting, for example, than for this to happen at the start of your hard-earned annual holiday? Go and have a look at those points mentioned *now*, if you are at all doubtful.

Oil stains on wheels are an indication that the oil- or grease-retaining seal has given up, and more than likely the brake linings are covered with a black glutinous mixture which has a coefficient of friction of intimidating proportions. You may be able to slow the car to a stop, but when the

**PLEASE
MAKE
IT
SAFE!**
continued

Peculiar effects in the steering are sometimes traceable to slack U-bolts securing the road springs. Before they can be tightened it will be necessary to remove lock nuts or split pins on the bolts.

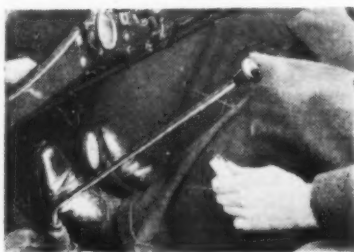


man in front pulls up suddenly at a pedestrian crossing you will be in trouble. On the older car it is often easier to remove the brake drums than on its modern counterpart, for which special tools may be necessary.

When you have taken off the wheel, three countersunk set screws with screwdriver slots will be seen. These screws do not take any braking strain but prevent the drum from coming away when the wheel is removed. The screws may be difficult to undo, in which case one or two old dodges may do the trick. Soak the heads with penetrating oil and, using a screwdriver which is a good fit in the slot, give the end of the screwdriver several sharp blows with a hammer. If extra leverage is required use an adjustable spanner as a tommy bar on the flat shank of the screwdriver. When working on rear brakes, keep the hand brake on and to stop the front drums from turning, a length of wood can be placed under one of the wheel studs at nine o'clock, so that turning the drums tends to press the wood firmly on to the floor.

The screws removed, the drum may need a few taps with a hide hammer round its outer edge to loosen it from the hub locating flange, but treat it gently and do not damage the brake back plate or dust cover. Also, before attempting to tap off the rear drums, release the hand brake. The brake shoes can usually be removed by unhooking the spring or springs with a screwdriver or stout wire loop, at one end of which is a wooden handle for comfort. If you use a screwdriver to lever off the springs, hold a thick rag against the spring to prevent its flying across the garage floor. The shoes and hinges should be cleaned of grease by scrubbing them with

The hand brake may prevent the car from moving on a level road, but will it hold it on a gradient? Amongst other points, check the ratchet and pawl.

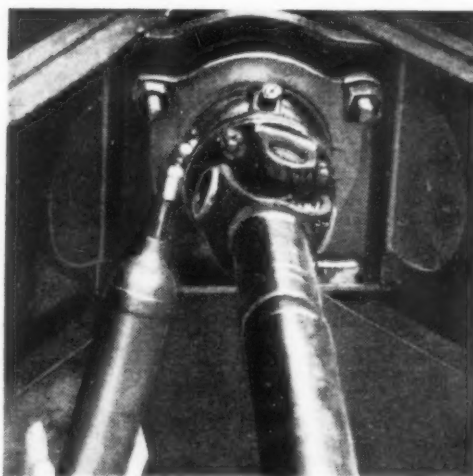


a petrol-soaked brush (do not use paraffin) and then roughening the surface with a wire brush. If the rivet heads are flush with the surface of the lining the shoes must be relined.

With the car jacked up safely and the rear wheels off, the opportunity should be taken to inspect the nuts and bolts securing the propeller-shaft universal joints to the gear box and differential flanges. Although they may look tight under their coating of dirt and old grease, a spanner will soon locate any loose ones, or tapping the end of the bolt lightly with a small hammer and holding the bolt head with a finger will cause the faulty bolts to move. Any worn bolts should be replaced with high tensile steel bolts of the correct size, and either the nuts should be correctly pinned up or one of the proprietary makes of lock nuts used.

If you have not been underneath the car before, have a look round for the odd mysterious rattle. Exhaust pipes and silencers are taken for granted usually and are expected to last for ever. But rust from the outside, heat and corrosive action from within—apart from hitting the silencer on an unseen tree stump when you had that picnic last summer—all levy their toll. Faulty silencers, apart from being illegal, are often the cause of fumes inside the car and these can have most unpleasant results.

Leaks or seepage from petrol pipe unions in the pipe line from the tank can occur when the car is in motion and stop when it is stationary, being caused by vibration. These will give themselves away by dry-looking stains in the region of the leak. Oil leaks from engine sump and gear box drain



Wear takes place at this point and is often neglected. Tighten propeller-shaft centre bearing bolts and flange coupling bolts and lubricate the bearing.

plugs may be caused by old fibre or copper and asbestos washers failing to do their duty.

Electrical wiring leads a hard life below the car and obscure faults can often be laid at the door of a wire which is chafing on the chassis frame. The battery leads and terminals must be in good condition, as they take a heavy load when the starter button is pressed. A corroded terminal should be replaced and a new one of the correct size sweated on to the lead. A coating of Vaseline on the terminals is a prevention against corrosion. Fuses should be inspected to see that they have the correct gauge wire and, if the driving light from the head lamps is not particularly brilliant, a spring clean of the reflectors can be carried out by having them replated.

If, finally, you make sure that the four tyres and the spare have a reasonable amount of tread left, then you have gone some way to being able to take your car on the road with a certain amount of confidence that it is at least safe. Making it 100 per cent reliable will involve a little more time and money, but both will be well spent.

H. C. F. H.

To be concluded

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NEWS and VIEWS

Better Fuel in New Zealand

ALL petrol sold in New Zealand will have a higher octane rating from October 1 this year. One grade only will be marketed and this will have a research octane rating of 79. The new petrol will be about five to six per cent above the quality now being used. An increase in price is not expected.

Topolino Replacement?

SEEN in the environs of Turin one morning recently was a prototype Fiat believed to be the successor to the 500 c.c. Topolino. The somewhat high appearance for such a small vehicle is a characteristic that nowadays appears elsewhere in Fiat models—notably the TV—and the engine is at the rear. The front has affinities with the present 1100 model, although there is a suggestion of the French Renault about it. Bodywork is two-door and the roof opens.

The Fiat turbine car that was recently demonstrated has now been dismantled for further research.

No Priority

TRAFFIC joining cross-roads from the right is not entitled to priority; this was stressed by Mr. Justice Streatfeild, giving judgment in a collision case in the Queen's Bench Division. On the Continent, a driver approaching cross-roads expects to have priority over traffic on his left, but would automatically give way to traffic on his right. There is no regulation or custom which parallels this in Great Britain. The Highway Code warns that special care should be taken at cross-roads; all good drivers recognize the danger which exists, and act accordingly. It was strongly emphasized by Mr. Justice Streatfeild that drivers approaching a junction where two roads of equal importance met had an equal duty to users of the other road. Even those on a major road were not absolved from taking care, although the chief duty lay with motorists on the minor road.

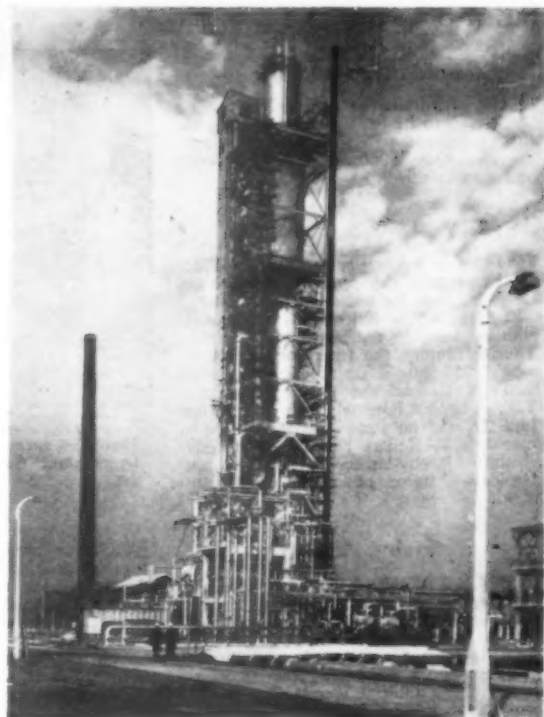
1954 Nash-Healey

DIFFERING slightly from the prototype illustrated on page 605 of *The Autocar*, April 30, the Farina-styled Nash-Healey coupé—styled a "hard-top sports car" by the American company—was introduced to the public on June 3. This model has the six-cylinder o.h.v. engine, which is made to develop 140 b.h.p. at 4,000 r.p.m. in this chassis. The cylinder head is aluminium and the compression ratio 8 to 1. There are twin carburettors.

The first Nash-Healey was introduced in 1951, and this latest version permitted the sales vice-president of the Nash company to make a wisecrack that can be appreciated. "The new Nash-Healey," he said, "is not a 'dream car of tomorrow' but a production model sold and serviced by Nash dealers throughout the country today."

A reduced price brings the new car down to just over 5,000 dollars. The Healey contribution to the car lies in the chassis and suspension.

On May 27, Her Majesty Queen Elizabeth the Queen Mother opened the new Coryton refinery of the Vacuum Oil company. The most interesting feature of the plant is this Thermoform "cat cracker," which is the only one of its type in this country. It is 272ft high. (See paragraph below.)



CORYTON OPENING

COMPLETION of the great Coryton, Essex, refinery of the Vacuum Oil company was marked by an opening ceremony on May 27, performed by Her Majesty Queen Elizabeth the Queen Mother in brilliant sunshine. The Queen Mother arrived at the refinery by yacht, accompanied by vessels bearing a great number of guests of the company, who included Mr. Winthrop Aldrich, United States ambassador, and Mrs. Aldrich. Mr. J. C. Gridley, chairman of the Vacuum company, welcomed Her Majesty.

The Coryton enterprise was started with the reclamation of marshland in

1950, and various parts of the refinery have come into production successively. It has cost £15,000,000, and involved the linked efforts of many firms. Even the floods of 1953 on the East Coast were not allowed to hold up progress.

The pride of the refinery is the Thermoform catalytic cracking unit for high-grade petrol, the only one of its kind in the country. The Thermoform continuous percolation unit for treating oils and waxes is the first in the world. All Vacuum products, including Mobilgas petrol and Mobiloil, Delvac, Sovac and Gargoyle lubricants, are produced from Middle East crude oil shipped to Coryton.



The new Nash-Healey has characteristic Nash styling at the front, and the appearance as a whole is purposeful. (See paragraph on left.)

NEWS and VIEWS

continued

Holden Popularity

THE Australian-made Holden continues to be the most popular car in that continent. Monthly registrations are now over 2,000, with Ford second and Austin third.

Isle of Man Specials

FOR motor cycling enthusiasts the T.T. races hold the same fascination as Le Mans does for sports car enthusiasts. *The Motor Cycle* will publish two special numbers covering the International Junior Tourist Trophy, the International Lightweight 250 c.c. T.T., the Senior Clubman's T.T., and the Junior Clubman's T.T. The first issue will be published on June 17, and on June 24 there will be a special T.T. Report Number with fully illustrated lap-by-lap accounts of the races. Copies will be on sale at the usual price of 8d.

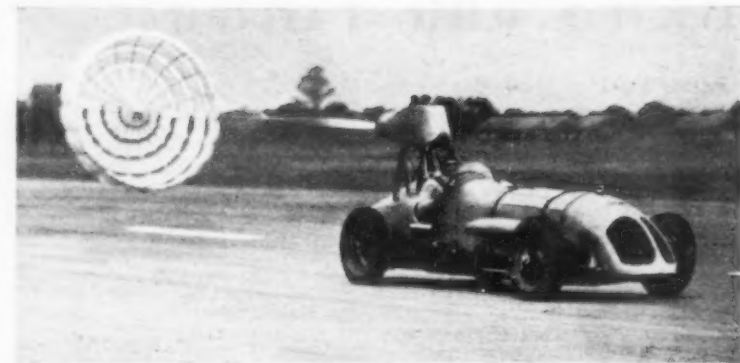
Saving Work

APPLICATIONS have been received from 45 countries for tickets for the Mechanical Handling Exhibition and Convention to be held at Olympia, in London, from June 9 to 19. At the last exhibition, two years ago, visitors came from 36 countries. The exhibition is organized by the well-known journal *Mechanical Handling* and there will be a wealth of material of interest to industrial executives. Exhibition highlights include giant mobile cranes with jibs nearly reaching the 100ft-high roof, new hydraulic lorry loaders, automatic packing machines which can secure irregularly shaped packages with steel bands, and so on. Public admission is 2s 6d.

IMPROVING THE RIDE

AFTER nearly three months' use on a Standard Vanguard the following observations can be made on the Toledo-Woodhead Ridemaster spring control units (described in *The Autocar*, March 26). It will be remembered that these spring attachments are designed to give the suspension a variable rate, increasing in proportion to the load carried. The attachments consist of auxiliary coil springs in tension, which progressively augment the stiffness of the rear springing as it is loaded and deflects.

The initial impression of the springs was that, with only the driver in the car, they produced a definite stiffening of the suspension and gave the car a "harder" feel on indifferent roads. They greatly reduce the drag-down of the rear of the car when accelerating away from a standstill. A distinct reduction in roll when cornering fast was noticeable, although,



Unaltered except for the false front fitted for the film "Pandora and the Flying Dutchman," the outer circuit Napier-Railton is used for testing arrester parachutes.

STILL IN HARNESS

THOSE whose memories go back to the Brooklands days before the war will remember the late John Cobb's massive Napier-Railton thundering round the outer circuit close to the lip of the banking. It is good to hear that this old car, with its 450 b.h.p. Napier-Lion engine, is still employed.

Its new role is testing parachutes made by the G.Q. parachute company to decelerate modern high-performance aircraft on landing. Its maximum speed of 145 m.p.h., together with a weight of 4,500 lb, makes it ideally suited to simulating landing runs more frequently and economically than an aircraft itself.

In case of parachute failure, Dunlop disc brakes have been fitted on the rear wheels only, with Mintex linings. Apart

from the front cowling—fitted when the car was used in the film "Pandora and the Flying Dutchman"—and the parachute attachment superstructure at the rear, it is in its original form, and is still maintained by Thomson and Taylor, who built the car so long ago.

No Volkswagen for Japan

IN Germany the Volkswagen company has stated that it does not intend to make arrangements for the assembly of Volkswagen cars in Japan. Dr. H. Nordhoff, the firm's general manager, said that there had been reports of such a move, but that the Japanese demand for the car would not justify the erection of a plant.

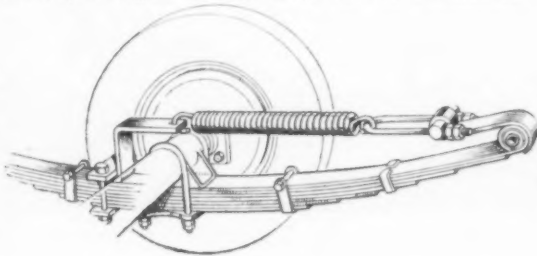
Pink Tape

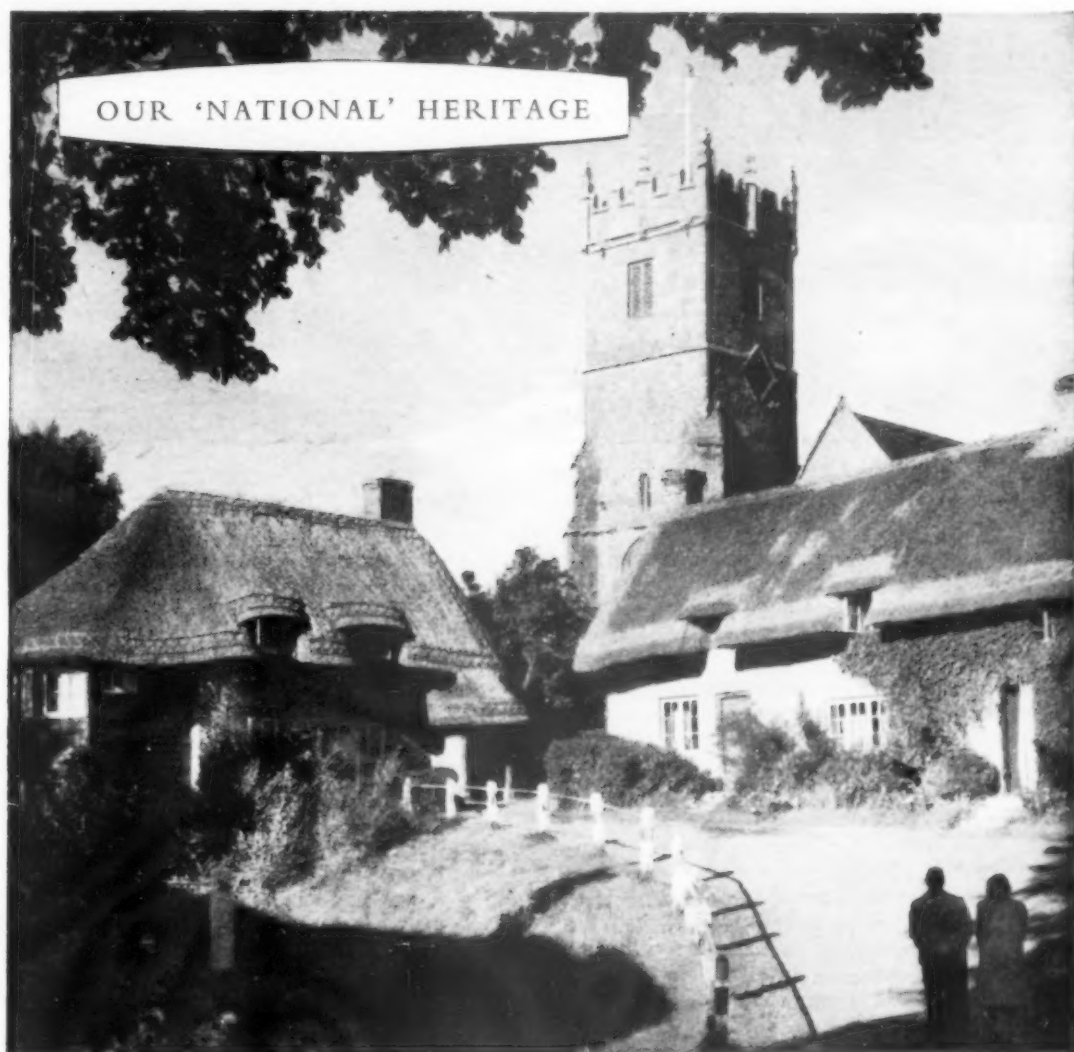
PARTISANSHIP of motorists about the *laissez-passer*, or the *carnet*, system of taking their cars abroad is strong; judging from the Correspondence columns of *The Autocar*, opinion is sharply divided.

The *laissez-passer* system was fully described in "Trips without Triptyques" (*The Autocar*, April 16, 1954). A circular issued by the Continental Superintendent, British Railways, Victoria Station, London, S.W.1, also gives helpful and detailed information, including a summary of requirements for each European country which can be entered by motorists not travelling under the protection of a *carnet*. It contains completed specimens of the CD3 form and H.M. Customs Form 29B (Sale); explains how to obtain them and where to send the various parts when completed.

Car owners who belong to a motoring organization can, of course, take advantage of the *carnet*. Formalities are less complicated: all the necessary form-filling is done at home before departure. Under an international convention a car enters participating countries duty-free; the motoring organization takes full responsibility for its ultimate return to Great Britain and safeguards the host country from possible racketeers. Without a *carnet*, the tourist arriving at a country not operating the *laissez-passer* system might find himself asked at the frontier for a deposit equal to the value of his car. With present-day travel allowances, this is an awkward predicament.

The type of Ridemaster spring control assembly designed for normally cambered springs. The tension adjustment can be seen on the right of the drawing.





It costs you less to motor there...

When you next take a trip out in your car, remember that what finally decides how far you will go on a gallon of fuel is—how much energy Nature has put into that fuel. Into every drop of Benzole, distilled from yet another national heritage, British coal, Nature has packed more energy—more potential mileage—than there is in petrol. Thus Benzole, blended with high-grade petrol, as

it is in National Benzole Mixture, *cannot and does not fail* to give you more miles per gallon. With plenty of very good petrols to choose from, experienced motorists still prefer National Benzole Mixture. For all engines—new, old, large, small—performance proves that Benzole makes good petrol better!

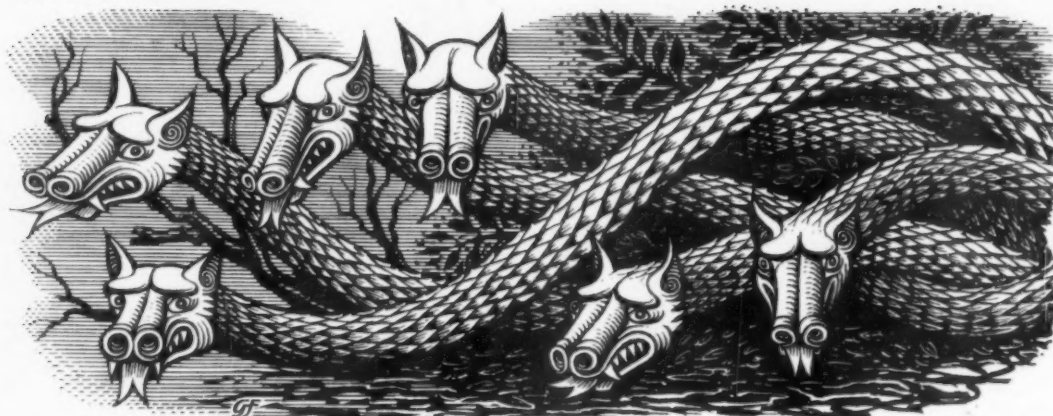
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National Benzole Company Ltd., Wellington House, Buckingham Gate, London, SW1. (The distributing organisation owned and entirely controlled by the producers of British Benzole)



Advertisement



Sparking plugs between Scylla and Charybdis

LIKE ULYSSES, STEERING PERILOUSLY BETWEEN SCYLLA the six-headed monster and Charybdis the ship-swallowing whirlpool, a sparking plug must find a nicely calculated middle way between the opposite dangers of overheating and fouling.

The safe path between these dangers is a narrow one, and it is specially narrow if your engine is using more oil than it used to. That is because your original plugs, though they ran hot enough to resist the comparatively small amount of fouling when your engine was new, may not run hot enough to resist the increased fouling they will get in an engine that is burning oil. Charybdis has moved closer to Scylla—to steer between the whirlpool of fouling and the monster of overheating has become an even more difficult task. You must fit plugs that run hotter, if you are to avoid the poor running, the waste of petrol, and the need for frequent cleaning, that fouling will cause. But if they run *too* hot the monster of overheating will spoil your motoring and waste your petrol with pre-ignition



—and may plague you in even more serious ways. So you need plugs that will run—in *your* engine—at something very close to the ideal temperature. You need plugs with a heat value that suits your engine *exactly*. The most likely place to find them is in the exceptionally complete K.L.G. range. Of all the makes of plugs commonly stocked by British garages, K.L.G. offer you the most complete range of different heat values, with the smallest steps in heat value between one plug and the next.

If you write to Dept. K/A19, Smiths Motor Accessories Limited, Cricklewood Works, London, N.W.2, we shall be glad to send you a booklet for your guidance, with tables comparing the heat values of K.L.G. plugs and plugs of other makes. But why not have a talk with your garageman about all this, next time you change your sparking plugs? He can advise you on such questions and, whatever your particular plug needs may be, he can provide you with a K.L.G. type that will suit your engine exactly.

a **SMITHS** explanation to wiser motorists



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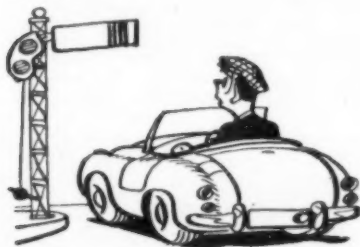
Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Ex-G.W.R. ?

BESIDE one of the creeks of Fal-mouth Harbour there is a most remarkably level lane, although the surrounding land is most uneven and undulating. It always puzzled me until I learned that it is actually a former light railway which led to some deserted mine workings. When abandoned, this railway line was surfaced and commissioned as a lane. It is at a little place in Cornwall called Devoran.



Light railway.

At Restrouquet there is another unusual lane. It is well surfaced, and on it are some houses with nice garages containing equally nice cars. But it is interrupted by a little beach and a sea wall, after which interruption it continues. On leaving or returning home by car, it seems, the motorists beyond the beach must select low tide and then undergo a little trials section amongst rocks, shingle and seaweed in making the traverse from lane to lane. The tide must ensure that the trials section varies from day to day, thus adding to the interest!

French Outlook

FROM a British motorist long resident in France come some interesting opinions and facts about the attitude of the French road authorities towards their task and towards the traffic which forms part of it. He reckons that French motorists get their money's worth in the way of roads and road improvements, but that the British motorist does not; moreover, he has an iconoclastic remark or two to make about those natty little hedgerows we think so much of. "Too many blind corners," he remarks, "hidden by hedges and trees that in no way contribute to the beauty of the countryside (on the contrary many are ugly)." He criticizes, too, our patchy street lighting.

His work brings him into touch with many highway engineers in France. They have their eye on progress, he reports, and they are well aware that cars are growing more numerous and

more powerful every year. They are equally aware that the motorist is determined to be allowed to use that power for safe, fast motoring, and it is just that aim which the engineers keep a watchful eye on. "An experimental eye, if you like," he writes.

♦ ♦ ♦

Rubber Roads

YOU will recall the brief interest in rubber as a road material a year or two back? Nothing much seems to have happened since. In France the experiments are conducted with more hopefulness of a road future; so much so, in fact, that the public knows the roads concerned as "elastic roads." Latex is mixed with bitumen and with oil extracted from anthracite; macadam sections are laid alongside as a control. One of the most successful applications was at the military airfield at Chaumont where the original concrete runways would not stand up to the pounding and heat of jet planes. Ninety thousand square yards of the new material have been laid on the runways and they show no signs of breaking up. N7 was surfaced with it two years ago where it runs through Monte Carlo and the rose tint with which the Prince of Monaco had one part coloured remains as proof of the hard-wearing qualities. Certainly those who regard France as a country which, in spite of all her efforts, is gently lapsing into decay should pay more attention to the road system. It gives the lie, with the continual construction of new by-passes, new and stylish concrete bridges, to any suggestion of decadence. As for signposting and mileage marking, they are superb.

"A nation which ceases to build roads ceases to live."

♦ ♦ ♦

Leakage Path

ONE of the more quixotic uses of the special lubricants which consist of a colloidal graphite dispersion in a spirit is to provide a leakage path across the surface of tyres so as to enable static build-up to leak away to



Static.

earth. You will recall that a recent article on the subject (January 29) gave an indication of the tremendous voltages involved, which can, in the extreme, reach 100,000 volts. If such a lubricant (colloidal graphite in naphtha, say) is painted on the rubber for this purpose it should be applied so as to complete the path from the metal rim to the earth, and it should be painted also on the external tyre wall that faces inwards under the car, to avoid damage by kerb scuffing. Carbon tetrachloride is another carrier for such graphite, but I am always loth to recommend the use of c.t.c. for anything. Far too few people pay heed to its dangerous potentialities if it is used in a confined space.

♦ ♦ ♦

Braking and Brake Usage

IN accounts of brake research work done recently I find an interesting point or two about brake application and lining wear—enough to whet my appetite for the full findings as and when they are available. The Ferodo people have devised a complicated test rig which betrays much. Where brakes were applied to limit the speed down a gradient a moderate rate of work at the drum was maintained for a total of 118 sec. This type of usage will raise the temperature of the drum and lining to a fairly steady value and continue the contact for some time at this temperature. On a more open road the speed was higher between applications of the brakes, and the chart shows a great deal of intermittent braking. This involves much higher rates of work and therefore steeper temperature gradients near the drum surface. The two effects combine to promote very rapid wear, and, say the researchers, "although the lining and drum are in contact for only a short time, this kind of braking can be very destructive."

There is interest in these findings for the ordinary user, although the cost of lining renewal is not great and they need not lead to reluctance to use the braking portion of the car's performance. It is always worth bearing in mind, however, that the heat at the linings and drums is directly measurable in fuel used in promoting it.

♦ ♦ ♦

Rebore Mileages

IN conversation with a fleet manager the other day I was rather shocked to learn that his rebore mileages for a number of different makes varied from 35,000 to about 55,000. I call those figures low, and although I am well aware that conditions of use and type of driver can make a lot of difference, I still call those figures low.



BAD WEATHER FAILS TO SPOIL FIRST MEETING: DOUBLE VICTORY FOR MOSS

Stirling Moss accelerates out of Tatts Corner in his Maserati during the first heat of the main event, and (below) receives the *Daily Telegraph* Challenge Trophy from the Lord Mayor of Liverpool (Alderman A. Griffin) after his victory.

THE degree of success likely to be enjoyed by Aintree as a major racing venue in the north of England still remains to some extent unknown, for rain fell steadily for most of the day last Saturday when the circuit was used in competition for the first time. Nevertheless, a good crowd attended during the day and saw some fine racing in each of the three events.

The meeting was promoted by the Aintree Automobile Racing Company, under the direction of Mrs. Mirabelle Topham, and sponsored by the *Daily Telegraph*, while the organization of the actual racing was undertaken by the B.A.R.C., already well known for its activities at Goodwood and the Crystal Palace. The main event was the Aintree International 200 (for *formule libre* racing cars, run in two 50-mile heats with a 100-mile final), and this was won in fine style by young Stirling Moss at the wheel of his new 2½-litre Grand Prix Maserati. Moss also scored an unchallenged win in the formula 3 race for 500 c.c. cars in

Francis Beart's Cooper-Norton, while victory in the sports car race went to Duncan Hamilton in his own privately entered Jaguar XK120C sports car.

Aintree possesses a set of permanent buildings and grandstands which are unrivalled in motor racing in this country, by reason of its horse racing associations. The new circuit, of which perhaps too much had been expected, drew considerable criticism from both drivers and spectators (though more from the former); the central loop, with its four slow corners, seemed to bear the brunt of the attack. The surface, however, called forth nothing but unstinted praise; level, free from bumps and well drained, it proved remarkably non-skid even in the worst of conditions.

Had the weather been fine throughout the day, instead of clearing up only in time for the final of the main race, a far larger crowd would undoubtedly have been attracted. It was unfortunate in the extreme for the promoters that their first meeting should have been stricken with such a



RAINY

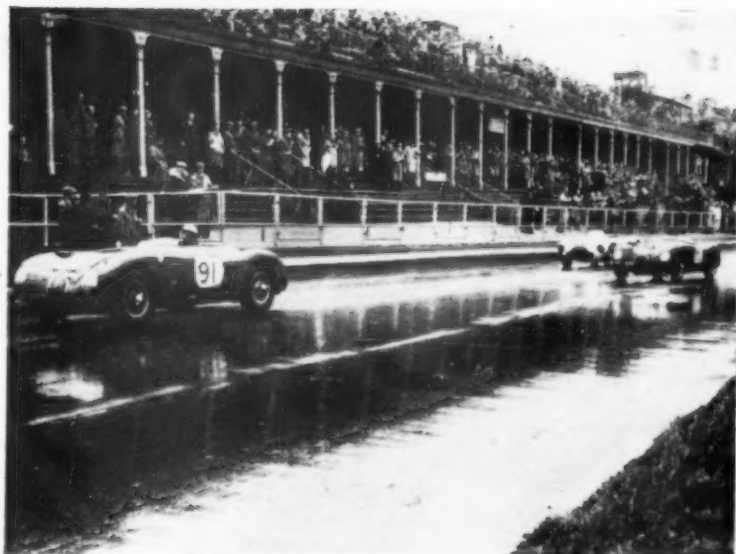
handicap; nevertheless, it could be accounted a general success, and future meetings in better conditions should come well up to expectations.



The opening ceremony for the new circuit was performed by Earl Howe. (Left) The opening speech, while Mrs. Topham, G. P. Simon of the *Daily Telegraph*, and A. M. Low listen attentively. (Right) Earl Howe breaks the tape with his Aston Martin DB2. The permanent grandstands at the circuit are a great advantage.

ON practice day, too, the weather had been none too good, only the first session of the day (for the racing cars in the main event) taking place in the dry. The Ferrari Thin Wall Special, driven on this occasion by Peter Collins, proved easily fastest in the dry, lapping in 2m 5.8s (85.85 m.p.h.), followed by Behra's Gordini (2m 9.4s) and (at 2m 11.4s) Parnell's Ferrari and Salvadori (Maserati). But several competitors did not practise in this first session, including the two B.R.M.s of Wharton and Flockhart, and by the time of the second *formule libre* practice period in the afternoon the circuit was very wet indeed. Wharton's best practice lap was in a time of 2m 19.2s, which naturally precluded any chance of his having a front row position in the starting grid for his heat. During the wet practice period, the big Ferrari displayed some tendency to oil up plugs after only a few laps, a symptom which did not augur too well for race day.

The other practice periods were also run off in the rain; fastest sports car proved to be Jimmy Stewart's *Ecurie Ecosse* Jaguar XK120C (2m 23.2s, 78.42 m.p.h.) with the H.W.M. sports car



The sports car race: (above) James Stewart (Jaguar XK120C) leads past the stands from Duncan Hamilton's similar car and Carroll Shelby (white Aston Martin DB3S). But Hamilton (seen at Melling Crossing on the left) won in the end.



up some shortcomings in the public address loudspeaker system, which were to become very evident during the course of the day. The track is wired for horse racing, a quieter pastime than with cars!

First of the day's races was the 10-lap, 30-mile event for sports cars of any engine size, in which special prizes for the best 2-litre cars were also offered. At the drop of the flag Stewart was across the road and into his XK120C and the lead very quickly, with Duncan Hamilton (XK120C) on his tail, Ninian Sanderson in yet another Type C third and Shelby's DB3S fourth. The most unfortunate

Salvadori's Maserati, leading the 2-litre cavalcade. Behind him at half-distance was R. E. Berry's XK120, then came the Type C Jaguar of Irishman Joe Kelly, with C. G. H. F. Dunham's XK120C on his heels. Earlier, Chapman's Lotus had been right on the tail of Salvadori, but after three laps Chapman overdid it at Bechers Bend and had to retire as a result.

On the sixth lap Gaze slipped past Sanderson to take fourth place, and Dunham got past Kelly for ninth place. But throughout these laps Hamilton had been pressing Stewart hard, and Shelby was threatening Hamilton. The end of the

DAY AT AINTREE

(driven by F. A. O. Gaze) second. P. B. Reece's amazing little 1,100 c.c. Osca lapped in 2m 28s—some two seconds faster than Salvadori's Maserati, fastest of the 2-litre cars! A surprise among the formula 3 practice times was H. Philipson's appearance with his Staride at the head of the list (2m 28.2s, 72.87 m.p.h.), two seconds faster than Bicknell's Revis, with Moss' Cooper another two seconds to the bad in third place—but the last-named car did not seem too happy.

Race Day

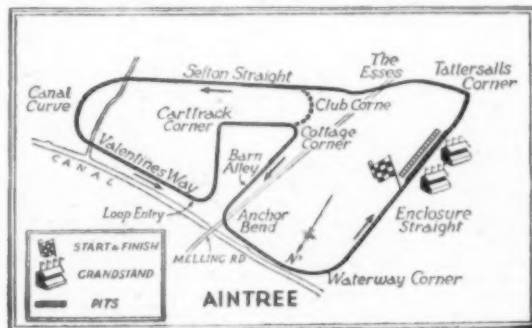
The Saturday morning dawned with endless grey skies and a consistent downpour, and in consequence the crowd of spectators was still very small indeed by 11.15 a.m., the time set for the opening ceremony. This was performed by Earl Howe, who drove round the circuit (breaking a tape in traditional fashion) in his Aston Martin DB2, at the head of a procession of notabilities; but first he made a short speech, followed by a few words from Mrs. Topham and G. P. Simon, general manager of the *Daily Telegraph*. These, incidentally, showed

driver was D. Watts, whose Cooper-Bristol was very reluctant to start. At the end of the first lap the order was the same, with Colin Chapman's Lotus very well up. Lap two saw Shelby's Aston slip past Sanderson into third place, and Gaze's H.W.M. had moved into a close fifth place. The Lotus continued to be high on the list, and, although it had been slower than P. B. Reece's Osca in practice, it already had a useful lead in the race proper.

For several laps the order of the leaders remained unchanged, with Stewart, Hamilton and Shelby leading the field closely together and Sanderson and Gaze fourth and fifth but a little back from the leaders. After an interval came Sir James Scott - Douglas (Jaguar) and Roy

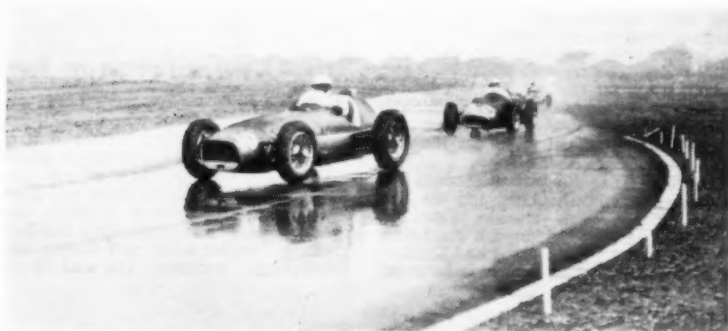
seventh lap saw the great changeover: Shelby put everything he knew into getting by Hamilton at Waterway, the corner before the finish, and took to some of the off-course gravel in the process. But at the same time Hamilton made his bid for the lead, and made it successfully.

As they passed the pits Hamilton's Jaguar was in front, with Stewart's second and Shelby almost alongside. Tattersalls





On a glistening wet track, Collins (Ferrari Thin Wall Special) is being caught by Parnell (2½-litre Ferrari) in heat 1 of the main event; here they are at Waterway Corner, living up to its name!



Flockhart (B.R.M.) leads in the second heat from Salvadori (Maserati) at Country Corner; the absence of any landmarks on this part of the circuit is noticeable.

Corner saw the fastest cars in their final positions, with Hamilton leading, the resourceful Shelby second and Stewart third. Gaze was still fourth and Sanderson fifth, followed, after a very long interval, by Scott-Douglas and Salvadori's Maserati. After another long gap came Berry's XK, with Dunham right on his tail.

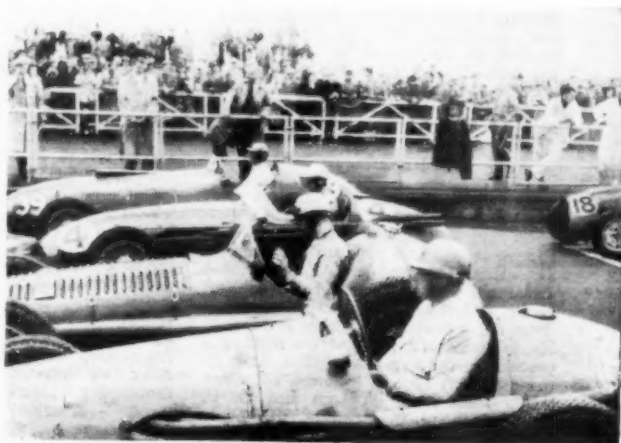
Once Hamilton had taken the lead it was clear that his was the fastest car in the race, for he pulled away to a comfortable lead quickly; Shelby also left Stewart fairly well behind. For the rest, Sanderson held fifth place behind Gaze, with Scott-Douglas sixth and Salvadori seventh leading the smaller-engined cars. After Salvadori the final battle of the race was being fought, for Dunham was pressing Berry to the limit, and before the finish he managed to get by.

Salvadori, after the disappearance of Chapman, had a tremendous lead in the 2-litre class, his second man being Horace Gould in a very noisy Bristol-engined Kieft. The excitement had been centred round the first three cars, and all praise was due to Hamilton for winning and to Shelby for a very well-earned second place.

At a quarter past twelve came the

second event, the first heat (17 laps, 51 miles) of the Aintree International 200 *formule libre* race. In the front row of the grid were Collins (4½-litre Ferrari Thin Wall), Behra (2½-litre Gordini), Parnell (2½-litre Ferrari) and Moss (2½-litre Maserati); behind them Beauman (2-litre Connaught), Wharton (1½-litre supercharged B.R.M.) and Marr (2-litre Connaught). There

The front row of the grid for the final; nearest to the camera is Parnell (Ferrari), and beyond him are Flockhart (B.R.M.), Salvadori (Maserati) and Collins (Ferrari). The nose of Gerard's Cooper-Bristol, in the second row, is just visible on the right



were three non-starters, and in all fifteen cars faced the flag in a consistent down-pour of rain.

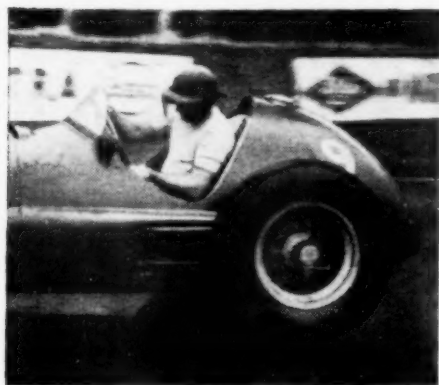
The last few seconds ticked away, the noise rose in a crescendo (dominated by the shrill scream of the B.R.M.), the flag fell—and Parnell streaked off to a clear lead! He was followed into Tatts Corner (the first left-hander) by Collins in the bigger Ferrari, Behra's Gordini, Wharton's B.R.M., Moss' Maserati and Beauman's Connaught, with the rest in an untidy jumble. But already the superior power of the big Ferrari was telling, and at the end of the first lap Collins had a clear seven-second lead from Parnell—over a quarter of a mile! Then came Behra, Moss, Wharton, and the two 2-litre Connaughts of Beauman and Marr; in this race (at least, in the final) there were separate awards for the first three 2-litre cars to finish. After two laps Collins' lead was twelve seconds, and thereafter he steadily pulled away until lap five. But when he came round for the fifth time his engine had lost its clean note—at least one cylinder had oiled its plugs.

Parnell, driving consistently and well, now began to close the gap (which had grown to twenty seconds); lap by lap he crept nearer to the misfiring giant until at the end of the tenth lap the red Ferrari

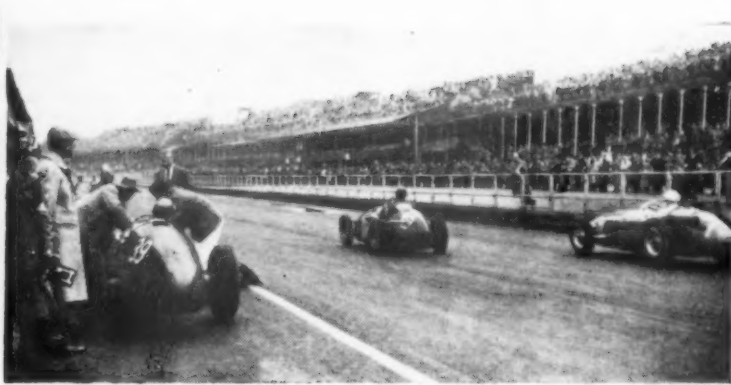
RAINY DAY AT

passed its larger green brother and led past the main grandstands. And by now it was Moss who was third, for on the previous lap Behra's Gordini had slowed, letting the green Maserati by. Jean Behra's car was definitely misfiring in its turn; Wharton brought the B.R.M. into fourth place. These positions held to the end; but interest was maintained by the effort made by Moss to catch Collins, which failed by only five seconds. Beauman's Connaught, which had gone so well at the start, dropped out after six laps (and Young's similar car had already gone); first 2-litre car home was the Cooper-Bristol driven by J. K. Hall, of the Border Reivers, which had passed Marr's Connaught on the seventh lap. That was heat one—and now followed the luncheon interval, during which a procession of veteran cars provided a pleasant diversion.

After lunch came the second heat—but the rain persisted, albeit not quite so heavily or consistently. This also at-



Portrait of a man trying hard: Ken Wharton juggles with the wheel of his B.R.M. on Tatts Corner during the very wet first heat.



The turning point of the final: Collins sits patiently in the Ferrari Thin Wall at the pits, while Moss (Maserati, right) flashes past in the lead, overtaking Marr (Connaught, centre). G. A. Vandervell, the Ferrari's entrant (in sou'wester), supervises plug-changing operations.

tracted fifteen starters, and in the front row were Salvadori (2½-litre Maserati), Gerard (2-litre Cooper-Bristol), Nuckey (2-litre Cooper-Bristol) and Flockhart (1½-litre supercharged B.R.M.). Behind them came Bira (2½-litre Maserati), Rolt

AIN'TREE... continued

(2-litre Connaught) and the second works 2½-litre Gordini driven by Belgian André Pilette and consequently painted yellow. The other Continental entry, veteran Philippe Etancelin's big blue Lago-Talbot, was in the third row with two more Connaughts and A. G. Whitehead's blown E.R.A.

From the start the two Cooper-Bristols streaked away, Gerard leading round Tatts, while behind them Salvadori and Flockhart fought neck and neck. Bira was left on the line, and his car pushed to its pit. But after one lap it was the B.R.M. which led, its engine note rising and falling as its young Scottish driver played tunes on the gear box; Salvadori's Maserati was close behind, followed by Gerard, Rolt, Pilette and Nuckey. This order remained the same for twelve laps, except that Etancelin displaced Nuckey in sixth place on lap five. Meanwhile Bira got going, very late, while Gaze's H.W.M. stopped after only one lap.

On the thirteenth lap Pilette brought the yellow Gordini round ahead of Rolt, who seemed worried; and then the Connaught's gear change jammed, the car coming to rest near Bechers Bend. Salvadori provided some excitement by coming right up behind Flockhart after 15 laps; but he could not pass, and the B.R.M. pulled away again a little, winning from the Maserati and from Gerard in the 2-litre Cooper-Bristol. And Rolt, the Connaught restarted, came round slowly just after the winner to finish in ninth place and qualify for the final. Bira, his car misfiring towards the end, came in twice but just finished, though not among the first ten.

It was still wet when the flag dropped for the start of the formula 3 race, and as the cars pulled away from the line and headed for Tatts Corner in one big ball of spray it could be seen that Moss' Cooper-Norton was already in the lead, with Parker's Kieft next, then the Coopers of Eric Brandon and J. Russell. The ball of spray became elongated before Melling

Crossing, and on Railway Straight, heading for the far side of the circuit from the pit area, Moss was still in the lead.

When the cars came round at the end of the first lap Moss had a very big lead, much bigger than usual for the opening stages of formula 3 races. Behind him came Parker, then Russell, Bicknell's Revis, Brandon's and J. K. Hall's Coopers. Philipson, with the Norton-engined Staride, was unlucky. He got away to a bad start and just after the end of the first lap went out of the race dramatically; as he changed down for Tatts Corner the car spun round in a complete circle and then plunged away across the grass, on the inside of the circuit.

On the second lap G. Maude, in a Cooper, hit the wall at Anchor Crossing, unfortunately injuring himself, and other cars began to disappear from the running with mechanical troubles. With four laps completed six cars were out of the race and Moss was already lapping

the slowest cars and piling up a big lead. Behind him, however, second place was being contested vigorously. Bicknell's Revis slipped past both Russell's Cooper and Parker's Kieft on the third lap, only to have to retire with a broken universal joint a few moments later. This left Russell in second place and Parker third, and these two proceeded to have a splendid battle.

With six laps completed Moss had a lead of 27 sec, and Russell had an 8 sec advantage over Parker. And to add to the interest fourth place was also being contested. It was held by Hall's Cooper, but just as Parker started moving up on Russell, so Brandon started his bid for fourth place—and he was quickly successful, managing to get his Cooper past Hall on the seventh lap. Behind the first five cars was a big gap at this stage, but a very exciting struggle was in progress for sixth place between F. R. Gerard and E. G. Greenall. Greenall managed to



Although Parnell led from the line at the start of the first heat, Collins' large Ferrari overtook its smaller brother before Tatts Corner was reached. Behind them are (right to left) Behra's Gordini, Wharton's B.R.M. and Moss' Maserati.

RAINY DAY AT AINTREE . . continued

hold the position until the penultimate lap, when Gerard got by and remained sixth to the finish.

Brandon, having got by Hall, remained fourth for the rest of the race, but in front of him the effort of Don Parker to catch Russell became the highlight of the race. After an 8 sec gap at the start of the seventh lap it became 6 sec at the start of the ninth. As they started the last lap the Kieft was closer still, only 2 sec behind, and clearly had a chance to take second place. All round the course Parker pressed the car to the limit. Then as they rounded the final corner and came into the finishing straight he moved up alongside Russell! Only those at the finish line itself could see the result—Parker was second by feet. Moss had finished more than 30 sec earlier, to win after a splendid drive at an average speed of 70.92 m.p.h. And last came the final (34 laps, 102

Bechers Bend (the tank filler cap springing open and fuel cascading over the tail), reappearing in tenth place instead of second—and now Moss had passed Wharton to lie second, just over twenty seconds behind the flying Collins. In the heat Moss' Maserati had been short of revs through a magneto defect; but it was obviously all right now. Three laps later and Behra had passed Wharton, the second B.R.M. stammering slightly on acceleration; and now the leader slowed, the big Ferrari once more starting to misfire. But Collins kept on, although his lead was gradually decreasing; this was a tactical error on the part of his pit, though hardly to be foreseen at the time.

At ten laps the order was Collins (Ferrari), Moss (Maserati), Behra (Gordini), Parnell (Ferrari), Wharton (B.R.M.) and Gerard (Cooper-Bristol). Flockhart had now brought the second B.R.M. back up to seventh place, trying very hard, while Bira's Maserati (from right at the back) lay eighth. On the next lap Behra stopped at the pit to change plugs, which took 1m 45s—and next lap he was in again

brake troubles having added themselves to his score. Now the race settled down, Moss slowly but surely increasing his half-minute lead; Behra, trying very hard, climbed up to fourth at 25 laps, passing Salvadori who now lay fifth. But three laps later the Gordini was in again for yet more plugs; the engine, brand-new before the race, had not settled down at all. Flockhart got his third place, displacing Gerard on the 26th lap; but he could not shake off the Cooper-Bristol. Moss came home an unruffled and popular winner, followed by Parnell; but for the last few laps the crowd looked for Gerard, chasing the B.R.M. hard round all the corners and trying to pass, only to drop back on the straights. On the last corner of all he tried so hard that he slid off the road on the outside; the B.R.M. thus got its third place (and Flockhart had done all he could), but Gerard had driven a wonderful race, well deserving his fourth place and his easy victory in the 2-litre class.

The Also-Ran

Second 2-litre home was McAlpine's Connaught, in sixth place after a good run; other excellent showings were those of Graham Whitehead's old E.R.A. (the driver's shirt flapping in the breeze), Marr's Connaught (although it was almost covered in mud from some uncharted excursion) and Fairman's Turner, which had gone well despite two pit stops to remedy clutch slip. Etancelin could do no better than twelfth place; he had been forced to stop with a burst oil pipe—but his style remains unchanged.

A very good race, and Moss deserved his win. He had driven with his head, never looking like making a mistake, and the car ran perfectly; perhaps his long run of ill luck is broken. After he had received the cup, and the prizegiving ceremony completed, the crowds swarmed for the exits; but so good are the traffic arrangements—at all events with the attendance of last Saturday—that there was virtually no delay at all, and everyone was away within an hour.

RESULTS (lap distance 3 miles)
Sports car race (10 laps): 1. Jaguar XK120C 3.442 (J. Duncan Hamilton), 24m 20.4s, 73.97 m.p.h.; 2. Aston Martin DB3S 2.922 (C. Shelly), 25m 02s; 3. Jaguar XK120C 3.442 (J. R. Stewart), 24m 34s; 4. H.W.M. 3.442 (F. A. O. Gaze), 24m 35s; 5. Jaguar XK120C 3.442 (N. Sanderson), 24m 50s; 6. Jaguar XK120C 3.442 (Sir J. Scott Douglas), 25m 19.4s.
Up to 2,000 c.c.: 1. Maserati 1.988 (R. F. Salvadori), 24m 54.4s; 2. Kieft 1.971 (H. Gould), 25m 25.8s; 3. H.W.M. (F. A. O. Gaze), 26m 25.8s, 75.10 m.p.h.
500 c.c. race (10 laps): 1. Cooper (S. Moss), 25m 22.8s, 70.92 m.p.h.; 2. Kieft (D. Parker), 26m 1.7. Cooper (J. Russell), 26m 0.2s; 3. Cooper (E. Brandon), 26m 6.4s; 5. Cooper (J. K. Hall), 26m 12.4s; 6. Cooper (F. R. Gerard), 26m 58.4s.
Fastest lap: Cooper (S. Moss), 2m 29.6s, 72.15 m.p.h.

Aintree 200
Heat 1 (17 laps): 1. Ferrari 2.490 (R. Parnell), 39m 45s, 76.97 m.p.h.; 2. Ferrari Thin Wall Spl. 4.495 (P. Collins), 40m 7s; 3. Maserati 2.495 (S. Moss), 40m 12s; 4. B.R.M. 1.488 (K. Wharton), 40m 27s; 5. Gordini 2.473 (J. Behra), 1 lap behind; 6. Cooper-Bristol 1.971 (J. K. Hall), 1 lap behind; 7. Connaught 1.960 (L. Marr), 1 lap behind; 8. Connaught 1.967 (K. McAlpine), 1 lap behind; 9. Turner 1.960 (J. E. G. Fairman), 1 lap behind; 10. E.R.A. 1.488 (A. W. Birrell), 1 lap behind.
Fastest lap: Ferrari Thin Wall Spl. (P. Collins), 2m 15.2s, 79.88 m.p.h.

Heat 2 (17 laps): 1. B.R.M. 1.488 (S. P. Flockhart), 39m 47.2s, 76.92 m.p.h.; 2. Maserati 2.495 (R. Salvadori), 39m 50.2s; 3. Cooper-Bristol 1.971 (F. R. Gerard), 40m 50.6s; 4. Gordini 2.473 (A. Pilette), 42m 16.8s; 5. Talbot 4.485 (P. Etancelin), 1 lap behind; 6. Cooper-Bristol 1.971 (R. Nuckevill), 1 lap behind; 7. Connaught 1.967 (L. Thorne), 1 lap behind; 8. Connaught 1.967 (C. D. Boulton), 2 laps behind; 9. Connaught 1.967 (A. P. Rolt), 3 laps behind; 10. E.R.A. 1.488 (A. G. Whitehead), 4 laps behind.
Fastest lap: Maserati (R. Salvadori), 2m 16.2s, 72.50 m.p.h.

Final (34 laps)
1. Maserati 2.495 (S. Moss), 1h 18m 46.4s, 77.70 m.p.h.
2. Ferrari 2.490 (R. Parnell), 1h 19m 56.6s.
3. B.R.M. 1.488 (S. P. Flockhart), 1h 20m 32.6s.
4. Cooper-Bristol 1.971 (F. R. Gerard), 1h 20m 34s.
5. Maserati 2.495 (R. Salvadori), 1 lap behind; 6. Connaught 1.967 (K. McAlpine), 1 lap behind; 7. E.R.A. 1.488 (A. G. Whitehead), 1 lap behind; 8. Gordini 2.473 (J. Behra), 1 lap behind; 9. Connaught 1.960 (L. Marr), 1 lap behind; 10. Connaught 1.967 (C. D. Boulton), 1 lap behind; 11. Connaught 1.967 (A. P. Rolt), 1 lap behind; 12. Talbot 4.485 (P. Etancelin), 1 lap behind; 13. Gordini 2.473 (A. Pilette), 1 lap behind; 14. Turner 1.960 (J. E. G. Fairman), 1 lap behind.
Up to 2,000 c.c.: 1. Cooper-Bristol (F. R. Gerard), 2. Connaught (K. McAlpine), 3. Connaught (L. Marr), 4. Ferrari Thin Wall Spl. (P. Collins), 5. Talbot 4.485 (P. Etancelin), 6. B.R.M. 1.488 (S. P. Flockhart), 7. Maserati 2.495 (R. Salvadori), 8. Gordini 2.473 (J. Behra), 9. Connaught 1.960 (L. Marr), 10. E.R.A. 1.488 (A. W. Birrell), 11. Connaught 1.967 (C. D. Boulton), 12. Talbot 4.485 (P. Etancelin), 13. Gordini 2.473 (A. Pilette), 14. Turner 1.960 (J. E. G. Fairman), 15. Connaught 1.967 (A. P. Rolt), 16. Connaught 1.967 (K. McAlpine), 17. Connaught 1.967 (L. Thorne), 18. Connaught 1.967 (J. K. Hall), 19. Connaught 1.967 (D. Parker), 20. Connaught 1.967 (S. Moss), 21. Connaught 1.967 (F. R. Gerard), 22. Connaught 1.967 (J. Russell), 23. Connaught 1.967 (E. Brandon), 24. Connaught 1.967 (H. Gould), 25. Connaught 1.967 (Sir J. Scott Douglas), 26. Connaught 1.967 (N. Sanderson), 27. Connaught 1.967 (J. R. Stewart), 28. Connaught 1.967 (C. Shelly), 29. Connaught 1.967 (J. 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The stepping up of the wing line aft of the vertical centre line of the rear doors blends well with the curves of the roof and rear windows. Any suggestion of a large unbroken expanse of metal is avoided by the dummy ports in the front wings and the plated rubbing strip.

The massive bumpers and overriders are practical as well as helping to add a sense of balance to a car so large overall. Continuous louvres prevent rain coming in when the windows are open slightly. The petrol tank filler is concealed behind a hinged flap.

The Autocar ROAD TESTS



No. 1534:

BUICK ROADMASTER SALOON

FAMILIARITY, it is said, breeds contempt, but it can also produce admiration. America has a reputation for doing things in a big way; she is a big country and the cars built there are in keeping with the standards the people have set themselves. Nearly all motorists, and a lot of non-motorists, too, for that matter, are familiar with photographs and cinema scenes of American-built cars with what appear to be exaggerated body styles and bright colours, but when one of these cars is seen at close quarters, and handled, there is a pleasant sense of surprise at the proportions and well-balanced lines. The opportunity to drive one does not occur very often these days, because of currency restrictions, and those makes which were to be seen on the roads of Great Britain in competitive numbers before the war are today used mostly by diplomats or Servicemen

stationed in England. The Buick recently tested was placed at *The Autocar's* disposal by Lendrum and Hartman, Ltd., Buick House, Albemarle Street, London, W.1, who have been the concessionaires in Great Britain for many years.

The Model 72R Buick Roadmaster is well representative of modern American car production. It has a large capacity V-eight engine, a dual-range fluid transmission employing a torque converter, and power-assisted steering. To English eyes there is perhaps an abundance of chromium plate and a general air of brightness. It is a large car and can be used for covering long distances in great comfort, and the engineering skill which has gone into its design has produced a car which the driver can control with ease.

The heart of the Buick Roadmaster and that which to a large extent enables it to achieve its extraordinary performance is the General Motors Dynaflo transmission. The main unit of this transmission is a twin turbine torque converter. This torque converter multiplies the engine torque or output whenever driving conditions demand greater torque than the engine can supply. In other words, it serves the same purpose as the reduction gears used in most cars, with which the driver is able to choose a suitable ratio for the particular conditions of the moment.

In brief, torque multiplication is achieved by the following method. Within the turbine casing are two turbines



The roof rail extends forward over the windscreen, forming a sun visor in some measure. The air intake grille for the heating and ventilation system is below the screen and the flashing indicators are below the head lamps.

and a converter pump which is bolted to the flywheel; this pump is similar to the impeller of a conventional centrifugal pump. Oil from the pump is projected through the turbines and returns to the pump with almost as much energy as when projected; the rotating cylindrical mass of oil may be likened to a spinning flywheel rim. The energy in the oil is still further built up by the rotating pump, and this greatly increased energy is projected into the turbines; this build-up of forces produces a torque on the turbines which is much greater than the torque produced by the engine. Mechanical factors in any given torque converter design limit the build-up in torque multiplication beyond certain limits.

The Buick twin turbine is coupled directly to a gear case containing planetary gears, and a direct drive clutch. The planetary gear set provides a forward low-range gear ratio and reverse. Control over the transmission is effected hydraulically, by the driver operating a steering column mounted lever to select the normal Drive range, or the Low range for special purposes, and reverse. This lever, moving over a quadrant, can be placed in any one of five positions, these being parking—neutral—direct drive—low and reverse. With the lever in "P" a positive mechanical lock is provided for the rear wheels, although the engine may

ROAD TEST continued

be started with this lock engaged. The other ranges describe themselves, Drive range being used for all normal conditions including starting from rest.

With the ignition switched on, and the control lever in either "P" or "N," pressing the throttle pedal right down to the floor starts the engine, as the starter motor circuit is coupled via the pedal. The engine can be started only in these two positions of the selector lever. The parking brake has a large red warning light, to guard against driving off with the brake on. All the driver has to do, having released the parking brake, is to place the control lever at "D" and press the throttle pedal. The Buick moves off in virtual silence and will accelerate very quickly if required, up to its maximum. There is a feeling of great controllable power, and getting away from a standstill can be made to resemble being in a high-speed horizontal lift!

The power available through the torque converter allows the driver to deal with gradients, on roads that are suitable for the Buick's overall size, with almost laughable ease. In many cases, because of traffic conditions, the car had to be slowed from its silent, almost awe-inspiring progress uphill. When the next clear opportunity occurred the car could be launched into space once again simply by pressing the throttle pedal. With a speed range from 0 to 100 m.p.h. available in "Drive" there is no necessity to use the Low range except for abnormal conditions. On a clear road the red line of the speed indicator moves horizontally across the



Radio controls and twin ashtrays occupy the centre of the fascia, with a cigar lighter below. The heater control panel, with three adjusting levers, is to the right of the steering column, while above it and readily visible from the driving seat are the circular fuel and oil pressure gauges, ammeter, and water temperature gauge. The T-spoked steering wheel is very well positioned and of a sensible size, with a notched rim. The third pedal—in a two-pedal-control car!—is for application of the "hand" brake, release being by the knob under the fascia on the left.

dial rather like a thermometer which has had a blow lamp applied to its bulb. The instrument on the car tested was perhaps unique in so far as its maximum possible reading of 120 was reached when the car was doing a true 98 m.p.h., two miles an hour below its available maximum.

Low range, with its maximum of just over 65 m.p.h., was used only for moments when exceptional acceleration was required from rest or over the lower speeds. If maximum use was made of the power in Low when starting from rest the rear wheels would spin slightly, the front of the car lifting up and the crew experiencing a very real "kick in the back" feeling. In changing from Drive to Low there is a very slight kick in the transmission, noticeable only by the driver.

This is perhaps motoring in its simplest form. And it is a tribute to automobile engineering design that such a large car can be controlled with so little effort on the part of the driver.

Soft Springing

The coil spring suspension gives a good controlled ride, although with slight up and down movement at high speed. The springing is soft to the extent that it is very easy to move the car up and down by pressing on the front or rear bumpers, and as a result there is sway on corners, but not alarmingly so. Absence of squeal from the big tyres is noticeable unless it is deliberately provoked when negotiating a roundabout, for example. Road conditions in the country of its origin are so vastly different from those in Great Britain that it is unnecessary for the Buick to be tied down at each corner. Time spent in cornering can easily be made up by the big engine on the long straight stretches of highway in its own country. In the lower speed ranges



A clear impression is given of the spaciousness of the body and of ease of entry, aided in front by the doors being hung well forward of the screen pillars. Front seat adjustment is obtained by operating the push button at the side of the seat. Arm rests embodying finger grip recesses are fitted to all doors, which also have stops to hold them open. A large ashtray with cigar lighter is placed in the back of the front seat and there is also a flexible hand or rug rail. The screenwiper control, to the left of the steering column, incorporates a control for the screen wash.

there is little to indicate to the occupants that the car is not traversing the proverbial billiards table, and when it is driven along a rutted grass track with cross-gullies the stability and comfort are most impressive.

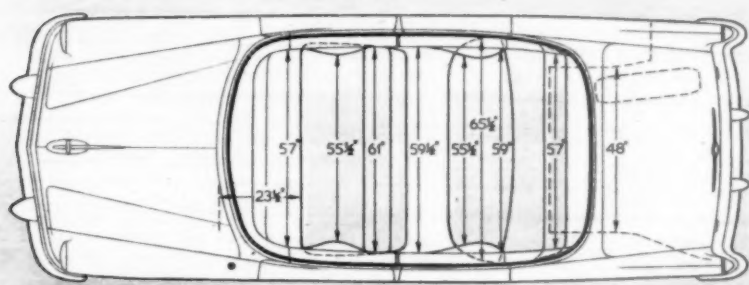
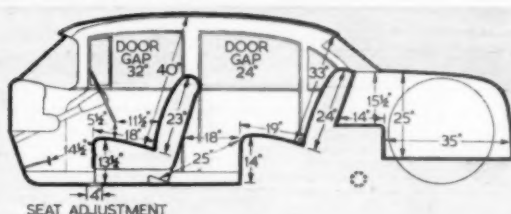
Finger-tip steering is literally possible, aided by the hydraulically assisted control. Whenever a force greater than four pounds is required to turn the steering wheel, hydraulic assistance is available, and even with the car stationary, with the engine running, it is possible to turn the wheel from lock to lock with one finger. Such systems were developed, of course, primarily for ease of parking at the kerb. The lightness thus achieved leaves the driver with little or no feeling of precise control of the front wheels, there being so little sense of road contact, and one wonders if it would not be preferable for the hydraulic assistance to be cut out at speeds over, say, 20 m.p.h. There was a tendency to oversteer the car on some corners with the

result that the steering wheel had to be wound back very slightly; there is a pleasantly strong self-return action in the steering. In conjunction with the required $4\frac{1}{2}$ turns from lock to lock the driver is kept very busy when parking or driving in confined spaces, but it is soon apparent that, owing to the Dynaflo transmission and the power steering, the Roadmaster is a simple car to drive in dense traffic. The two units combine to give an ease of control which is essential for so large a vehicle.

A car having the potential performance of the Roadmaster deserves excellent brakes. Up to speeds in the region of 70 m.p.h. those on the car tested were satisfactory, but above that rate it was necessary to apply a heavier pressure than normal on the pedal, and during brake testing there was very considerable fade, with some pull to the right-hand side. Vacuum servo assistance for the braking system is available as an optional extra on the Roadmaster and this should

BUICK ROADMASTER SALOON

WHEELBASE	10' 7"
FRONT TRACK	4' 11"
REAR TRACK	5' 2.2"
OVERALL LENGTH	18' 0.8"
OVERALL WIDTH	6' 7.9"
OVERALL HEIGHT	5' 4.4"



Measurements in these $\frac{1}{2}$ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds.

M.P.H.	Drive Range	Low Range
10-30	4.3	3.5
20-40	5.1	4.2
30-50	6.1	4.9
40-60	7.5	6.1
50-70	9.2	—
60-80	10.3	—
70-90	13.2	—

From rest through gears to:

M.P.H.	Low and Drive Range	Low Range
30	4.3	4.3
50	9.2	8.8
60	12.6	11.9
70	17.2	—
80	22.6	—
90	31.4	—

*Gear Ratios: Drive Range, 3.4-8.3 to 1. Low Range, 4.4-15.1 to 1. Standing quarter mile, 18.6 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Drive Range (mean)	98.8	159.0
(best)	100.0	160.9
Low Range	50-66	80-106

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	90	100	110	120
True speed:	9	17	26	35	44	52	60	68	75	85	90	98

TRACTION RESISTANCE: 20 lb per ton at 10 M.P.H.

TRACTION EFFORT:

Drive Range	Pull (lb per ton)	Equivalent Gradient
..	490	1 in 4.5

BRAKES:

Efficiency	Pedal Pressure (lb)
84 per cent	100
77 per cent	75
62 per cent	50

FUEL CONSUMPTION:

16 m.p.g. overall for 533 miles (17.7 litres per 100 km).
Approximate normal range 14-19 m.p.g. (20.2-14.9 litres per 100 km).
Fuel, First grade.

WEATHER: Dry surface; moderate wind.

Air temperature 73 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of January 15, 1954.

DATA

PRICE (basic, with saloon body, \$3,237 = £1,156 at U.S.\$2.8 = £1. Not available in Great Britain.

ENGINE: Capacity: 5,230 c.c. (322 cu in). Number of cylinders: 8. Bore and stroke: 101.6 x 81.3 mm (4 x 3.2 in). Valve gear: Overhead; push rods. Compression ratio: 8.5 to 1. B.H.P.: 200 at 4,100 r.p.m. (B.H.P. per ton laden 96.6). Torque: 309 lb ft at 2,400 r.p.m.

WEIGHT (with 5 gals fuel): 39 cwt (4,424 lb). Weight distribution (per cent): F, 53; R, 47. Laden as tested: 41½ cwt (4,634 lb). Lb per c.c. (laden): 1.14.

BRAKES: Type: F, Leading and trailing; R, Leading and trailing. Method of operation: F, Hydraulic; R, Hydraulic.

Drum dimensions: F, 12 in diameter; 2.5 in wide. R, 12 in diameter; 2.25 in wide. Lining area: F, 119 sq in. R, 100 sq in (105.8 sq in per ton laden).

TYRES: 8.00-15 in. Pressures (lb per sq in): F, 24; R, 24 (normal).

TANK CAPACITY: 16½ Imperial gallons.

Oil sump, 12 pints. Cooling system, 37 pints (plus 3 pints if heater is fitted).

TURNING CIRCLE: 43 ft (L and R).

Steering wheel turns (lock to lock): 4½.

DIMENSIONS: Wheelbase: 10 ft 7 in.

Track: F, 4 ft 11 in; R, 5 ft 2.2 in.

Length (overall): 18 ft 0.8 in.

Height: 5 ft 4.4 in.

Width: 6 ft 7.9 in.

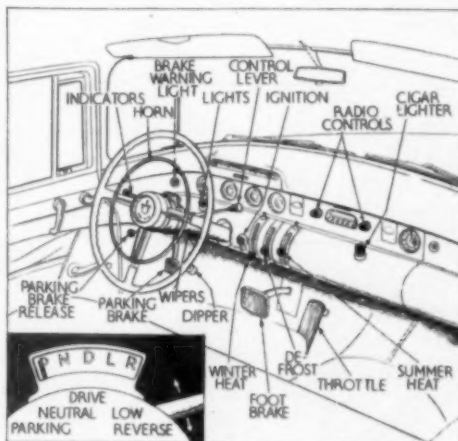
Ground clearance: 6½ in.

Frontal area: 25½ sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 60 ampere-hour battery.

Head lights: Double dip; 36-30 watt bulbs.

SUSPENSION: Front, Coil springs and wishbones. Rear, Coil springs and torque arms; anti-roll bar.



ROAD TEST continued

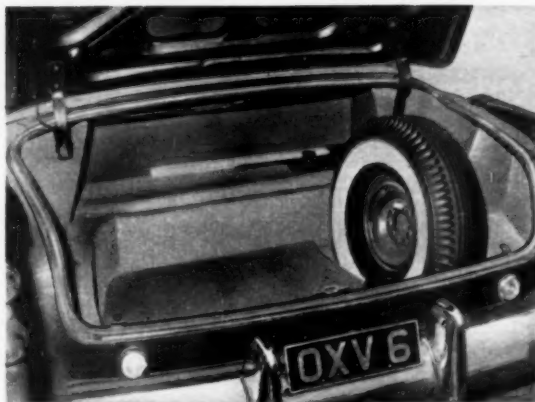
obviate the need for heavy pedal pressure to slow the car from high speed. The rather large brake pedal is obviously designed to be operated by the driver's left foot should he feel so inclined—and succeed in training himself to do if already a seasoned driver. The fact that it protrudes some way back from the throttle pedal tends to promote this method. The foot-operated parking brake is very powerful and is easily released by a small knob below the facia.

Although the driver is a considerable distance from the windscreen, outward visibility is good. The curved and sharply sloping screen is wrapped round at each side and the vertical pillars, because they are set so far back and to the sides, do not form an obstruction. The very wide and extremely comfortable front seat has the back rest set at a good angle and it is possible to see the top of both wings from behind the steering wheel. In fact, all-round vision from the driving seat is excellent, the car is easy to reverse and park and the few vehicles that do overtake the Roadmaster on main roads can be easily seen in the large interior mirror. The smooth exterior lines of the bodywork do a great deal towards keeping down wind noise, of which there is a negligible volume right through the speed range.

Lights

With driving controls at a minimum, the facia and curved panel immediately below it are well laid out. The driving lights are controlled by a combination switch on the left side. The head lamps have a good range and both sides of the road are well lit. Dipping is by a foot-operated switch below the parking brake and in this position the light is more than sufficient to pick out slower moving traffic and, moreover, does not appear to annoy oncoming vehicles. In addition to the driving lights, the combination switch controls a map light, above the radio, and, on being given another turn, operates a rheostat in circuit with the instrument lighting for adjustment of its brilliance. The Drive position indicator of the transmission selector lever, immediately under the steering wheel, is also illuminated at night. The interior of the car is very brightly lit by a roof lamp which comes on when any of the doors are opened, and this lamp also has an overriding switch. Self-cancelling flashing indicators are used and the horns have a powerful note in keeping with the appearance of the car. An electric clock is supplied, which on the car tested had an awkward hand-setting action.

Like the front seat, that in the rear compartment is most comfortable; deeply upholstered, it has a folding central arm rest and there is ample leg room. The upholstery is an attractive nylon lustre material with cloth-covered head rolls. The whole of the interior is very well finished, the lower halves of the doors being lined with cloth, and there is heavy carpeting on the floor. Apart from



A luggage locker of immense though somewhat irregular proportions is lined with heavy quality material and is partly occupied by the spare wheel. The locker lid is balanced and when the side lights are switched on a light comes on to illuminate the interior. There is no special stowage for the jack and combined jack handle and wheel nut spanner. The number plate is illuminated by lamps in the bumper overrides.

a facia glove box, which has a lockable lid, there is no provision for stowing maps or such items as are usually kept in a car.

The built-in heating and ventilation system is most complete and effective. Fresh air is drawn in through a grille running the whole width of, and just below, the windscreen. One heater unit is placed below the front seat and there is another beneath the right-hand side of the facia. Both have independently operated fans with switches on the facia, and air temperature can be controlled for both summer and winter conditions. Hot air can also be directed through vents on to the windscreen for defrosting. Further aids to ventilation are opening rear quarter lights and small panels in each front door, which have separate winding handles and a securing catch.

The large one-piece bonnet is hinged at the rear and is held open by counter-balance springs. The release catch is operated by a rather flimsy handle reached above the air intake grille. In spite of the springs, the bonnet, which is lined with a thick anti-noise material, requires some considerable effort to lift. Nearly the whole of the available space is filled with the big V-eight engine and its auxiliaries. Engine oil and transmission oil dipsticks are located on the right-hand side and are easy to reach. The hydraulic pump for the steering gear, also the dynamo, are driven by thin section V-belts from the front of the crankshaft. The ignition distributor, mounted at the back of the engine close to the bulkhead, is not too easy of access, but a car of this character is not designed for owner-maintenance. 16 points require lubrication every 1,000 miles, the majority of these being on the front suspension.

The Buick Roadmaster is a fine example of a quality American car, which, incidentally, has been particularly well received in its own country; in its sphere it fulfils admirably its function of taking a number of people and their belongings long distances without fuss.



The under-bonnet space is well filled. General finish is good, the rocker gear and sparking plug covers of the V-eight engine are plated and the dynamo drive belt is easy to adjust. The engine oil filler to the left of the radiator top hose could be a little larger with advantage. In front of the right-hand cylinder bank are the screen wiper vacuum pump and fuel pump units. There is a separate dipstick for the oil level of the hydraulic transmission.

STANDARD'S HIGH-SPEED DIESEL ENGINE

To house the diesel engine the front cross-member of the Standard Vanguard frame is modified. The two flexible pipes seen below the steering column connect with the engine oil filter, which is mounted on the bulkhead. The front of the timing chain case is covered with sound-deadening material.



ADAPTATION FROM TRACTOR PRACTICE FOR ROAD VEHICLE USE

DIESEL engines have enjoyed popularity for many years as commercial vehicle prime movers. More recently their use has been extended to cars by some Continental manufacturers (Borgward, Fiat and Mercedes-Benz) and diesel engines have been used in cars of similar basic design to that of certain petrol-driven models produced by those companies. The Standard company's engine emphasizes the extreme versatility of the basic design conceived several years ago for the Vanguard and Ferguson tractor, as the high-speed diesel engine, recently applied in a similar way in the car field, closely approximates in basic design to the low-speed engine used for the diesel version of the tractor.

Similar in design to the tractor diesel engine crankcase, the basic casting for the high-speed diesel is quite different from that used on the Vanguard petrol engine. For road use the weight of the unit must be kept to a minimum, yet structural rigidity is of extreme importance; this is achieved by extending the crankcase walls down for a distance of 5in below the crankshaft centre line to form a very stiff basic structure, the lower portion of the chamber being divided into two compartments by the centre bearing web. If normal bearing housings were used, with the bores for the shells machined directly into the crankcase, it would be necessary to fit normal bearing caps, which would reduce the stiffness as it would be necessary to cut through the bottom of the webs in order to assemble the unit.

To overcome this, circular bearing housings are attached to the centre and rear main bearings and these fit in 6 $\frac{1}{4}$ in holes in the crank chamber. A flanged one-piece bearing housing supports the

front of the crankshaft and is bolted to the front face of the block. This method of construction results in a rigid structure, as the crankcase casting completely encircles the main bearings and eliminates the use of special packing plates to seal the ends of the crank chamber and form an oil-tight sump joint. The rear main bearing housing is also flanged and bolted to the rear face of the crank chamber; the bolts also hold the cast iron housing which carries the light alloy oil return scroll. The centre bearing housing is held in place by cross bolts.

Cylinder Arrangements

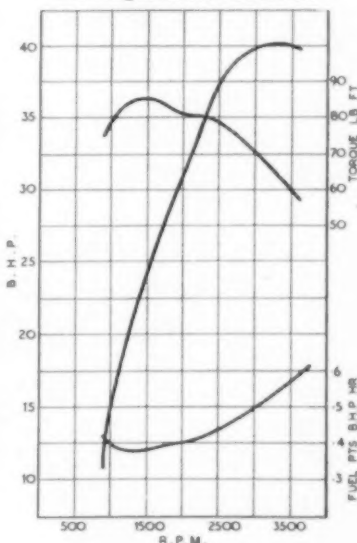
Compared with the Vanguard petrol engine the top part of the cylinder block is also quite different; the petrol engine uses wet cylinder liners, but dry slip-fit liners are used for the diesel. There is no water space between the pairs of bores, although the water jacket extends well below the bottom ring groove when the piston is on bottom dead centre. The manganese molybdenum crankshaft is supported in lead-indium faced main bearings. The journals are 2 $\frac{1}{2}$ in diameter with an effective length of 1 $\frac{1}{2}$ in for the front and rear bearings, while the centre bearing is 1.6in long. End location is taken by the rear bearing, which has white metal split thrust washers which fit in recesses machined in the two-piece bearing housing. The thrust faces operate against flanges machined on the crankshaft, and, consequently, no adjustment for end float is provided.

Like the main bearings the big-end bearings are also steel-backed lead bronze with a lead-indium bearing surface. The crankpins are of 2.3in diameter and have an effective length of 1in. The connect-

ing rods are also produced from manganese molybdenum and are very stiff; the centre web is thickened locally to enable an oil hole to be drilled to lubricate the little-end bush. The 1in diameter fully floating gudgeon pin is located in the piston by circlips.

The light alloy solid skirt pistons carry four rings. To reduce wear the top compression ring is chromium plated. Second and third rings are taper faced, and below these is a solid scraper ring. Brivadium slip-fit liners are held in place by means

Performance characteristics of the diesel engine tuned for car use.



STANDARD'S HIGH-SPEED DIESEL ENGINE continued

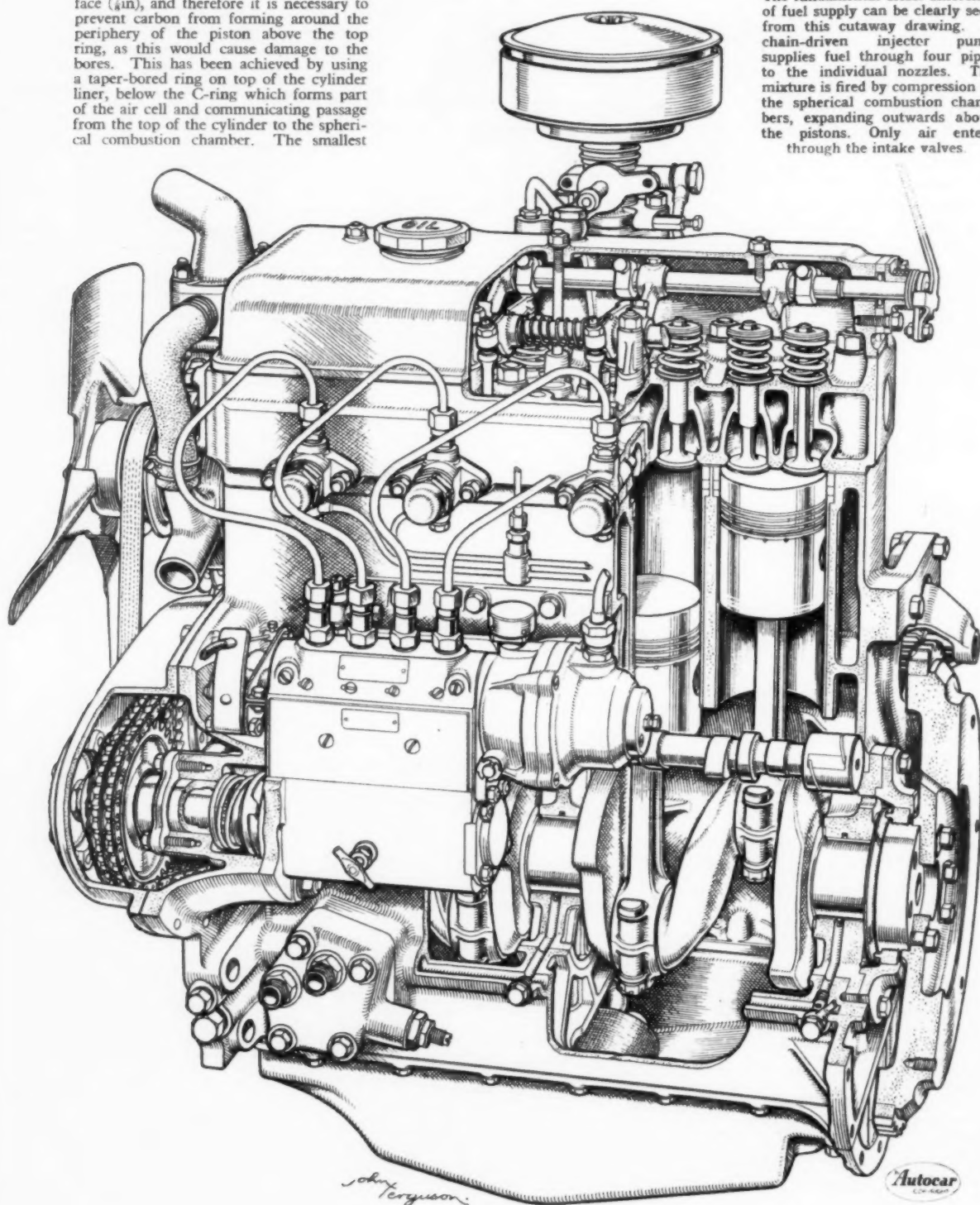
of a flange which is clamped to the recessed portion at the top of the cylinder block, a small copper ring, 0.012in thick, being placed between the block and liner to form a seal.

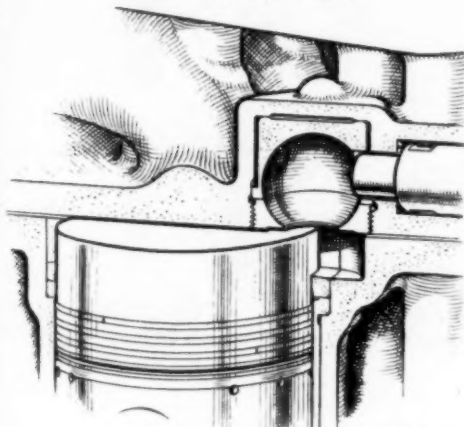
Because of the special nature of the diesel combustion chamber it is necessary to place the top ring a considerable distance down from the top of the piston face ($\frac{1}{8}$ in), and therefore it is necessary to prevent carbon from forming around the periphery of the piston above the top ring, as this would cause damage to the bores. This has been achieved by using a taper-bored ring on top of the cylinder liner, below the C-ring which forms part of the air cell and communicating passage from the top of the cylinder to the spherical combustion chamber. The smallest

diameter of this taper ring is approximately 0.01in less than the diameter of the cylinder bore, and thus, on the downward stroke any carbon would be removed. The top face of this chromium iron ring—or lower cylinder insert as it is called—is machined at an angle of five degrees;

this mates with the bevelled lower face of the top C-shaped insert. As the cylinder head is tightened down the action of the tapers tends to open the C-ring and hold it against the cylinder bore. Without this taper arrangement there might be some tendency for the ring to collapse. A

The fundamental diesel difference of fuel supply can be clearly seen from this cutaway drawing. A chain-driven injector pump supplies fuel through four pipes to the individual nozzles. The mixture is fired by compression in the spherical combustion chambers, expanding outwards above the pistons. Only air enters through the intake valves.





The spherical combustion chamber is inserted into the cylinder head. There is an air space between the top portion of the chamber and the head to prevent over-cooling.

dowel is provided to locate the C-ring relative to the air cell in the right-hand side of the block. This cell communicates with the main spherical portion of the Freeman-Sanders combustion chamber in the cylinder head.

The chamber itself is made from mild steel with the inner surface nickel plated; it is produced in two pieces, the upper near-hemisphere being located in the cylinder head by raised rings at the top and sides and the lower screwed in with the help of lugs which are afterwards machined off flat. Thus the top is partially spaced from the cylinder head, avoiding excessive cooling which might occur if the whole chamber wall were in contact with the water-cooled head. A cross-drilling through the top half of the chamber is provided to accommodate the injector nozzle.

Because of the required high compression ratio (17 to 1) and the arrangement of the combustion chamber, the lower face of the cylinder head around the valves is flat. The valves are in line fore and aft and are operated by push rods and rockers in the normal way. Two springs are provided per valve and there is a hand-operated decompressor to open the exhaust valves to assist starting. The clearance between the decompressor cams and the rockers is arranged so that No. 4 cam does not contact the rocker when the decompression lever is placed in the first of two positions. When the lever is placed in the second position decompression occurs on all cylinders. This system is employed to aid starting and to reduce load on the electric starter.

Cam Profiles

So far the general layout of the high-speed engine is very similar to that of the tractor engine. The camshaft, however, is quite different, and for the high-speed engine the cam profiles are similar to those used in the Vanguard petrol engine. A duplex chain transmits the drive from the front of the crankshaft to the camshaft and the injector pump. A spring-loaded coupling with three dogs is placed in the injector pump drive so that the pump is disconnected if the engine runs backwards, and the arrangement of the dogs is such that they can be re-engaged in only one position; the pump timing is thus unaffected.

The Hoborn-Eaton oil pump is gear-driven from the crankshaft. It collects oil midway along the sump and pumps it through an adaptor plate on the left side of the crankcase via a flexible pipe to the full-flow filter mounted on the inner wing valance of the car. After passing through the filter it returns to the adaptor plate by another flexible pipe, then into the main gallery which runs low down along the left crankcase wall.

Cross-drillings connect the main gallery with angular grooves machined in the main bearing housings; these feed the main journals by drillings in the bearing shells, and cross-drillings in the crankshaft enable the lubricant to pass to the crankpins. The little-end bearings are fed via drillings in the connecting rods. The camshaft bearings are fed by further drillings which connect with the oil grooves in the main bearing housings. Lubricant is conveyed to the overhead valve gear via a vertical drilling in the rear of the cylinder block which connects with the rear camshaft bearing; the supply of lubricant is thence metered by a flat machined on the bearing surface. Oil for the timing chain is provided by a small bleed pipe from the front main bearing and front camshaft bearing supply.

Cooling

Cooling is very straightforward. Coolant from the water pump (mounted on the cylinder block) passes back through the water jackets around the bores—no water tube is fitted—and after circulating through the cylinder block it passes up through eleven holes in the block face, into the cylinder head and out through the front outlet, which also houses the thermostat. An electrically operated thermometer is used, taking temperatures close to the thermostat.

It is necessary to control the quantity of fuel supplied to a diesel to very fine limits, and for the injector units to function correctly the fuel supply must be free from foreign matter that might cause either a complete or a partial blockage. Consequently, it is necessary to provide a much more comprehensive fuel filter system than that used in a petrol engine. On the Standard high-speed diesel engine

fuel from the tank is pumped through a Purolator paper cartridge filter by an AC mechanical pump driven from the engine camshaft. The injector pump distributes it through four pipes of equal length to the nozzles. The working pump pressure is 1,764 lb per sq in. Any air bubbles must also be removed from the supply line, so a bleed pipe from the top of the filter back to the tank ensures that there is a constant flow back to the tank from the highest part of the fuel system. Excess fuel from the injectors also uses this return pipe.

To provide the necessary fine degree of timing adjustment between the injector pump shaft and the chain drive, a double-splined ring is used vernier fashion, the outer splines engaging with the chain wheel, the inner splines, of different pitch, the pump drive shaft. Moreover, the pump casing has a spigot mounting and is attached by three bolts so that the timing can be finally adjusted by rotating the pump casing.

If the components in a diesel engine are not to be unduly massive it is necessary to fit an engine governor to prevent over-revving. On the Standard unit a pneumatic governor is used to regulate fuel supply according to manifold depression. This is obtained via a small pipe tapped into the air intake manifold just below the butterfly valve operated by the throttle pedal.

Although there is virtually no difference in the outward appearance of a Standard Vanguard when a diesel power unit is fitted, it is necessary to use a modified chassis. The front cross-member is placed farther forward so that the steering box and slave lever are mounted through the member and not attached to the front of it. In consequence, it is not possible to fit a diesel power unit in an existing Vanguard chassis.

SPECIFICATION

4 cyl, 80.96 x 101.6 mm, 2,092 c.c. Compression ratio 17 to 1. 40 b.h.p. at 3,000 r.p.m. Maximum torque 85 lb ft at 1,500 r.p.m. Firing order 1, 3, 4, 2. Overhead valves operated by push rods and rockers. Spherical combustion chambers. C.A.V. injector pump. Pneumatic governor.

To power the starter motor two large 6-volt batteries are used. One is mounted behind the engine, and the other, which is connected in series, is placed towards the rear of the left wing valance.



In Defence of . . .

THE PROVERBIAL DITHERER

*Sympathy, not Prejudice, from the Lords
of the Highway, Please*

By SHIRLEY CARPENTER

THE story of Emily Bright may be a stale music-hall joke, but one must admit, if grudgingly, that it has a basis of truth. Emily Bright, you will remember, met an untimely end by putting out her left hand and turning to the right. A ditherer on the road is almost invariably a female ditherer. It is not so much inconsistency, for a woman is conscientious and methodical in her actions; the inherent fault is inability to make a decision.

Shall she pass? She might be able to, edge out a little; an indignant hoot from behind and the car jerks back into convoy. Try again—yes, it is clear now. A determined shoe clamps on to the throttle and she spurts sideways, to brake sharply a few seconds later in the face of a lorry.



"... a car excites immediate antagonism in her ..."

The few moments of hesitation have lost her the opportunity. Most women suffer tortures over making a decision, and the woman motorist is no exception.

The basic attitude of Emily Bright to a car is different from a man's. Like the serpent, a car excites immediate antagonism in her; she looks on it as a means of getting around, a thing to be feared, which has to be mastered or it will get the better of her. Yet women have demonstrated over the years that they are by no means lacking in moral courage. Joan of Arc, Florence Nightingale, Madame Curie—were they cowards? Why should she be frightened of driving? It is a fear of the unknown, of a mechanism she does not understand; an insecurity which leads to over-cautiousness, as much a danger as recklessness.

A man makes a friend of his car; he can picture the mechanical result of every movement of a control; he trusts its capabilities and understands its limitations. In most cases the car Emily drives does not belong to her. At the best it is a joint possession, but always she has to answer for any mistake to an obsessively proud owner. She is expected to crash the gears, and therefore does so, drawing forth the appropriate resigned comment. The engine starts labouring on a hill; she changes gear because she has been told to, not from instinct.

A learner can be taught to drive well only by a stranger and the proportion of women who submit to tuition by relatives or friends is far too high. The "near and dear" have not the patience of trained instructors; they expect



"... she is expected to crash the gears ..."

poor Emily to emulate in a few hours the skill which they have acquired over years, and which they themselves may have learned at a driving school. They shout at her if anything unexpected happens, and then wonder why she gets flustered and loses her head. There is rarely as much opportunity for a woman to practise as a man, and it is only experience that makes a steady, balanced driver.

Then there is the purely physical reason of size. A lot of women are too small to drive comfortably in the normal saloon car. There is the factor, too, of high-heeled shoes, not the best leverage for a sensitive control of clutch and throttle.

Of the qualities which go to make a good driver—quick reaction, an even temper, courage, ability to make decisions and mechanical knowledge—most women lack only the last two. But all men have not all these qualities; yet on the whole men make better drivers.

In addition, women have, to a remarkable degree, the quality of patience and a quickness of calculation often lacking in a man. They have a more adult outlook on life, which is perhaps a disadvantage; a childish enthusiasm for the "works" might make them better drivers. During the war deft female fingers were found invaluable in the munition factories; why should they not be suited to the operation of sensitive car controls?

Emily can keep her temper too. After an interchange of wing paint with the car next door, she would never get out, slam the door, and start a heated argument with the other driver over who was to blame. She has no difficulty in obeying the Highway Code's injunction not to enter into a spirit of competition on the road. While Mr. Bright would gnash his teeth at "that little blighter passing us," she calmly cruises on at her own speed.

Why, then, is Emily a proverbial menace at the wheel? Perhaps she is so used to being called Emily that she unconsciously lives up to her reputation. Given a patient, understanding husband and plenty of practice, there is no reason why she should not at least equal the ability of the average male driver.

"... a heated argument with the other driver ..."





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THE AUTOCAR, 4 JUNE 1954

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WHITE SIDEWALL TYRES BOOM IN POPULARITY

WHAT MAKES A TYRE WEAR OUT TOO FAST?

Today's driver is able to travel faster than ever before—speed means increased tyre wear. In other words, if you let your car have its head you must expect to pay the price in faster tyre wear.

Chief Causes

The most important thing to remember is that fast cornering and fast travel over rough roads—both more tempting with modern suspension systems—punish tyres severely. For example, if two identical cars take the same corner, one moving 10% faster than the other, the quicker car's tyre treads are worn away *twice as fast* during the act of cornering.

An investigation, involving the analysis of road dust picked up on a straight stretch and on a bend, revealed *eight times as much rubber* in the sample collected from the corner. A fast car, cornering continuously at 60 m.p.h. can wear out a set of tyres in the time it takes to clock 300 miles!

Of course fast cornering is not the only cause of rapid tyre wear. Fierce braking ... misaligned wheels ... long spells of dry weather ... all these can cut down the number of miles in your tyres.

Useful tips

Remember then, if you want most mileage:

- Take it easy on corners.
- Don't make a habit of driving your car to its limit.
- Check wheel alignment every 5,000 miles.
- Watch your braking.
- Switch the position of your tyres round the car.
- Work out—and adhere to—a regular tyre maintenance system.

Motorists' choice for elegance and distinction

Tyres with white sidewalls, once regarded by motorists in this country as an entirely North American notion, are fast gathering favour throughout Britain. Next time you're on the road notice how many you see—more still if you run across a Rally or Concours d'Elegance.

Nothing adds so much elegance and such rare distinction to the modern well-groomed car—open or closed, large or small—as these superbly distinguished tyres. And if a car is finished in one of the new colours, white sidewall tyres complete a fine picture.



The new tyres—whose sidewalls are pure white rubber—are available in Dunlop Fort and Dunlop types and in most of the popular sizes.

HERE'S ONE SHOCK YOU WON'T GET...

There's more than one kind of shock and more than one kind of electric shock. The kind you won't get if you drive on Dunlop car tyres, is a shock caused by static electricity—the shock you might have had when you were the first to touch a vehicle returned from a journey over dry smooth roads. Dunlop car tyres are *non-static*. This means that they are made from special rubber which doesn't build up a high enough voltage to give you a shock. It also prevents those mysterious punctures from no obvious cause, which are known as 'ozone' punctures.

STOP PRESS

Successes at Silverstone International "Daily Express" Trophy Meeting further proof Dunlop first choice for track and road.

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makes things better for everyone

NOW—from Britain's Newest Refinery



★ **DOUBLE POWERED**

NEW Mobilgas Special

★ **POWERED** in Britain's only thermoform catalytic cracking unit—for high octane and energy value

★ **POWERED** by the most effective combination of chemical additives ever put into petrol

At Coryton, Britain's only thermoform catalytic cracking unit has now come into production. It is making the exceptionally high quality petrol stocks that are now blended into New Mobilgas Special—the most complete petrol ever offered to British motorists. These petrol stocks themselves provide exceptional anti-knock and energy values. In New Mobilgas Special they are reinforced by a complete range of new chemical additives, to give *your* car, over the wide range of operating conditions, *better performance and greater economy* regardless of its age or make.

Before the formula of New Mobilgas Special was finally decided, Vacuum engineers, helped by a patented cathode-ray engine analyser, made exhaustive road tests to find out the exact petrol needs of British cars large and small, new and old, of many makes. These tests helped to determine what combination of additives would be most effective for the engine of *your* car.

So there are three big reasons for the better, more economical motoring that New Mobilgas Special gives you: the excellent anti-knock and energy values of the petrol stocks from Britain's only thermoform catalytic cracking unit; the most effective combination of additives ever put into petrol; and a balanced formula which has been carefully designed for *you*—to give *you* more motoring benefits than any other petrol.



How New Mobilgas Special will improve **YOUR** car's performance—regardless of its age or make

- 1 Most miles from each gallon—because of the high anti-knock and energy values of the petrol stocks from Vacuum's unique thermoform catalytic cracking unit.
- 2 Eliminates power loss and damage caused by **pinking**—by providing the high anti-knock value required for smooth combustion and knock-free power.
- 3 Prevents pre-ignition caused by glowing engine deposits—a new chemical additive prevents the deposits from glowing, eliminates the knock and uneven running that pre-ignition causes.
- 4 Sparking plugs fire better—because the same new additive reduces plug fouling, and adds thousands of miles to useful plug-life.
- 5 **ON COLD DAYS**—corrects slow starting, engine spitting and sluggish operation—by quicker vaporizing for instant starting, least use of choke and smoothest acceleration.
- 6 **ON COOL HUMID DAYS**—corrects power loss and stalling—an exclusive additive prevents ice (often formed by evaporative heat loss in the carburetors of most cars in Britain) from suffocating engines idling at traffic stops before they are properly warmed up.
- 7 **ON HOT DAYS**—corrects hard starting, stalling, and power loss—because improved refinery blending reduces the formation of hot-weather gas bubbles in fuel systems, and so prevents fuel-starvation.
- 8 Saves the power and petrol that gumming can waste—a further combination of additives prevents gumming of carburettor parts and inlet valves.
- 9 Prevents fuel-tank rusting—another exclusive new chemical additive prevents the rusting of petrol tanks by condensation—and so prevents particles of rust clogging carburettor jets.
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No other petrol gives **YOU all these benefits**

THERE'S A TUNE UP IN EVERY TANKFUL!

INTERESTING NEW COMPETITION CARS

This three-quarter rear view of the new Kieft gives a good impression of its clean lines and low build; the Fibreglass body is still unpainted, and the windshield not yet fitted.



1,100 c.c. Kieft For Le Mans

New Small Sports Car With Overhead Camshaft Coventry Climax Engine

IN the course of the last few years the firm of Kieft Cars, Ltd. has come much into the news as constructors of sports and formula 3 racing cars. The formula 3 design with which Stirling Moss scored many successes in the 1951 season, and with which Don Parker became almost invincible in that keenly contested class in 1952 and 1953, set something of a fashion, with its swing-axle rear suspension, which has resulted in the subsequent appearance of several similar designs from other sources. In the sports car field, the Kieft-M.G. 1½-litre and Kieft-Bristol 2-litre cars have performed well in the last 18 months, being notable for their use of a central driving position. The firm, which is now situated in premises in Derry Street, Wolverhampton, Staffordshire, is currently engaged in the design and manufacture of a formula 1 racing car which will use the Coventry Climax V-eight 2½-litre engine, fully described in *The Autocar* of August 7, 1953.

For this year's Le Mans 24-hour race, two Kieft sports cars have been entered in the 1,100 c.c. class. One of these (to be driven by A. P. Hitchings and G. Trouis) is fitted with an M.G. engine of 1,086 c.c. capacity, while the second (the prototype of a new design) uses a new 1,098 c.c. Coventry Climax engine based on a well-tried industrial power unit and described on the following pages. This car will be driven at Le Mans by Alan Rippon and W. B. Black.

The basis of the new car is a simple tubular chassis frame, consisting of two parallel steel tubes, 3in diameter by 16 s.w.g., with three main cross-members of the same material. At the front, a suspension-carrying box is built up of smaller-diameter tubes gusseted with 18 s.w.g. steel plates, the whole being welded together to form a rigid structure.

The independent front suspension is by double wishbones and coil springs. The wishbones are all fabricated from steel tube, the lower ones being of greater span and throw than the upper; the suspension and steering geometry are the same as those of the successful formula 3 car. The wishbones are forked at their outer ends to receive the stub axle pivoting thereon on bronze bushes. The lower wishbones incorporate fabricated sheet steel mountings at their outer ends which also project inward to carry the lower ends of the Girling combined damper and coil spring units; the upper ends of these units are pivoted in mountings which form part of the suspension box. Each stub axle carries a plain alloy brake back plate, the upper pair of the four securing bolts also retaining the fabricated steel steering arm. A Morris Minor rack and pinion steering mechanism is used with suitable short track rods; 2½ turns of the wheel take the steering from lock to lock.

At the rear independent suspension is also employed. The cast alloy final drive casing is mounted on the chassis by steel sheet brackets, suitably flanged and drilled, which are welded to the main chassis tubes; small tubular cross-members brace the latter together just before and behind the brackets. A single transverse leaf spring is bolted to the top of the final drive casing, the suspension being completed by a lower wishbone on each side (of similar construction to those at the front) and cast alloy hub carriers pivoted in the outer ends

of spring and wishbones. The wheelbase is 7ft 6in, and the track 3ft 10in at both front and rear. Total suspension deflections of 4½in at the front and 4in at the rear are catered for in the design.

The drive is taken from the back of the engine through a short Hardy-Spicer universally jointed shaft to the Moss gear box, separately mounted in the centre of the chassis. This is a compact four-speed and reverse unit of conventional design, with synchromesh on second, third and top gears. Gear selection is controlled by a short central lever; because of the gear box position, no remote control mechanism is necessary. Another short Hardy-Spicer shaft continues the drive from the back of the gear box to the final drive unit; the nosepiece and gears of this are of E.N.V. manufacture, a hypoid bevel crown wheel and pinion being employed together with a conventional bevel-gear differential. A wide range of alternative ratios is available between 2.8 and 5.1 to 1; it is probable that a ratio of either 3.6 or 3.9 to 1 will be used at Le Mans.

Short stub shafts are splined into either side of the differential and are flanged to carry further short Hardy-Spicer shafts which transmit the drive to the rear hub shafts. There are thus four universally jointed shafts in all, each of which carries a telescopic spline to allow for variations in length; naturally, only the two rear transverse shafts are affected

SPECIFICATION

Engine.—Coventry Climax, 4 cyl, 72.39 x 66.6 mm (1,098 c.c.). Compression ratio 8.8 to 1. Three-bearing crankshaft. Maximum b.h.p. 72 at 6,400 r.p.m. Single overhead camshaft.

Clutch.—Borg and Beck dry single-plate.

Gear Box.—Moss; internal ratios: Top 1, third 1.137, second 1.981, and first 3.375 to 1; reverse 3.375 to 1.

Final Drive.—Hypoid; alternative ratios between 2.8 and 5.1 to 1. Two-pinion differential.

Suspension.—Front: independent by wishbones and coil springs. Rear: independent by transverse leaf springs and lower wishbones.

Brakes.—Girling hydraulic. Front, two-leading shoe. Rear, leading and trailing shoe. Drums (front and rear) 11in diameter by 1½in wide.

Steering.—Rack and pinion; 2½ turns from lock to lock.

Wheels and Tyres.—5.00-15in (front) and 5.50-15 (rear) tyres on 4.00-15 cast light alloy six-stud wheels.

Electrical Equipment.—12 volt 51 ampere-hour battery.

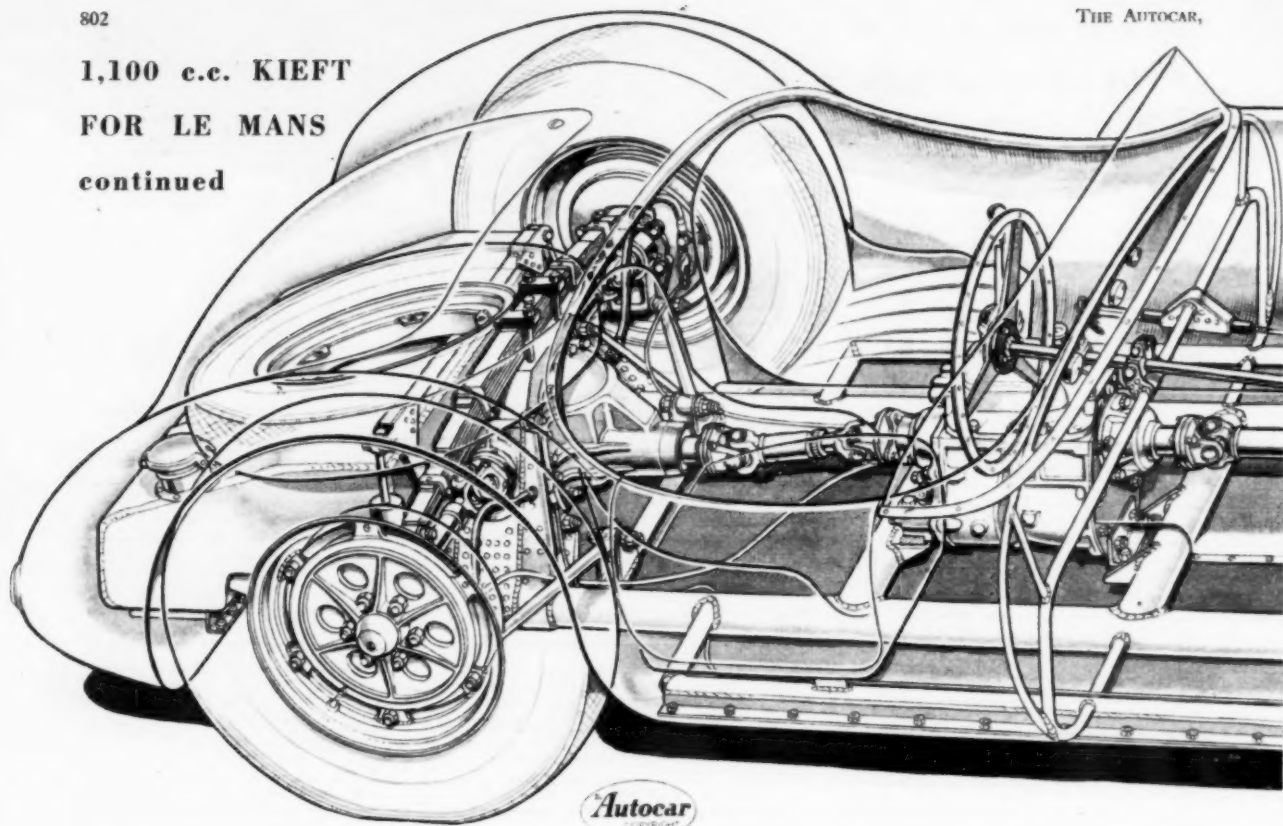
Fuel System.—15-gallon tank. Mechanical fuel pump.

Main Dimensions.—Wheelbase 7ft 6in; track 3ft 10in. Weight: 9 to 9½ cwt.



The engine is mounted vertically and laterally central in the chassis, but the offset cover over the overhead camshaft gives an impression of inclination. The induction manifold, battery position and rack and pinion steering are all visible in this under-bonnet view.

1,100 c.c. KIEFT FOR LE MANS continued



by the up-and-down movement of the rear wheels.

Subsidiary framing of small-diameter steel tube is welded to the main chassis tubes on each side to form supports for the body and flooring; on the right side this framing also carries the pedal pivots.

This front suspension view shows the construction of wishbones and their pivots, together with the attachment of the combined damper and spring unit and the brake back plate arrangement



The braking system is Girling hydraulic; dual master cylinders are mounted forward of the brake pedal, a slotted balance bar and lateral adjustment being employed to make it possible to vary the ratio of braking between front and rear wheels with the minimum of inconvenience. The brake drums are cast integrally with the light-alloy road wheels, liners forming the working surfaces of the drums; these are of 11in diameter by 1½in wide. Two-leading shoe brakes are fitted at the front, and leading and trailing shoes at the rear; the pistol-grip type hand brake operates through cables on the rear shoes only. The alloy rims (attached to the wheel centres by six studs and nuts) carry Dunlop tyres of 5.00-15in size on the front wheels, 5.50-15 at the rear.

The Coventry Climax engine is supported on four rubber mountings in the

chassis, and a Gallay water radiator is slung in the nose with a forward inclination; a subsidiary oil radiator will probably be fitted in front of that again. The electrical equipment is of Lucas manufacture, a 12-volt system being employed.

A light-alloy fuel tank, of 15 gallons capacity, is slung low down at the rear of the chassis, and the spare wheel is mounted horizontally above it. Two seats are positioned in the orthodox manner (no central driving position in this case), and the good-looking body shell is of Fibreglass. The total dry weight of the car is little more than 9 cwt, and it should have a very lively performance. Its showing at Le Mans will be watched with interest, although it must be remembered that this is the first time out with a completely new design.

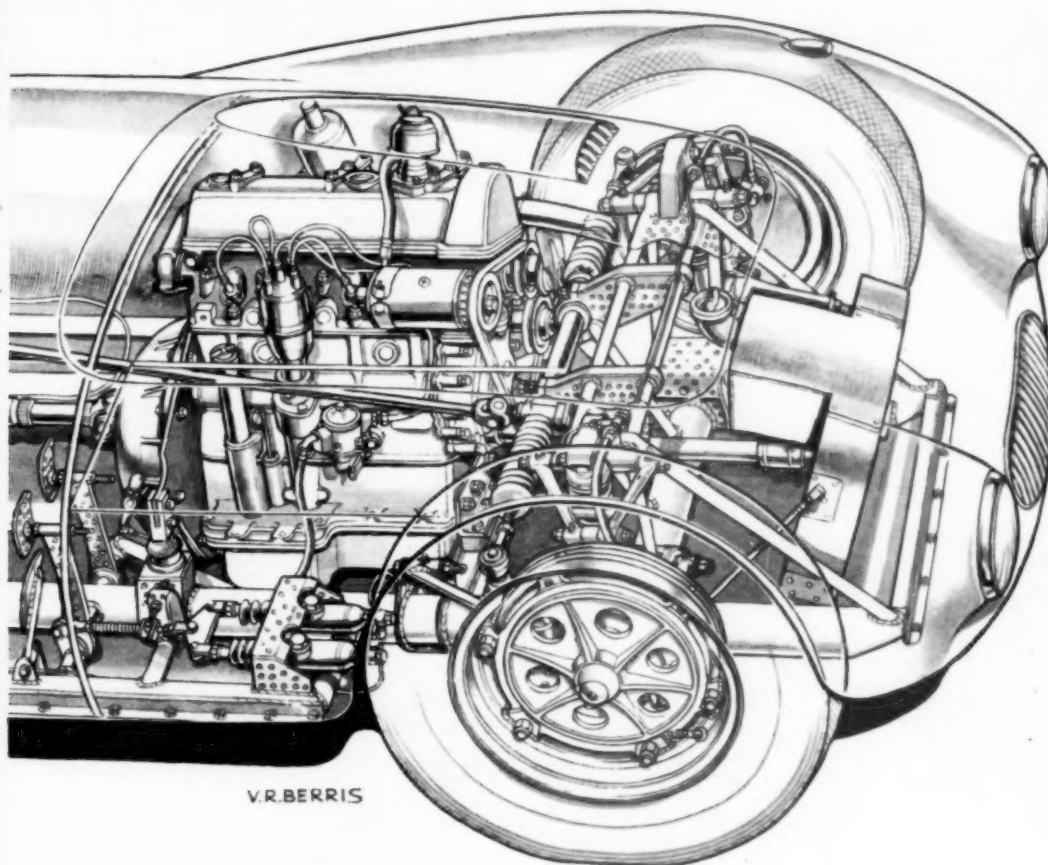
THE NEW COVENTRY CLIMAX ENGINE

THE old-established firm of Coventry Climax Engines, Ltd., continuing its policy of producing a range of lightweight high-output engines which are suitable for automobile use as well as various industrial applications, has now introduced a 1,100 c.c. four-cylinder power unit which is used in the Kieft and which would appear to be eminently suited to the small sports car field.

This engine is based on a 1,020 c.c. unit which has been in production for some time for use in trailer fire pumps and similar stationary applications. The principal modifications which have been made to suit it for automobile use include boring it out to 1,098 c.c., raising the compression ratio, modifying the induc-

tion and carburation systems, and the use of a steel forged crankshaft in place of the cast iron component previously employed.

The engine is basically of all-aluminium construction, with a single-piece block and crankcase. Easily renewable slip-fit cast-iron liners form the cylinder bores; there are four cylinders, the bore being 72.39 mm and the stroke 66.6 mm, it being therefore an "over-square" engine with a bore-stroke ratio of 1.09 to 1. The forged steel crankshaft is extremely robust, fully counterweighted, and with a large overlap between the main and big-end journals; it is carried in three 2½in diameter by 1in wide main bearings of the steel-backed lead bronze strip variety,



V.R.BERRIS

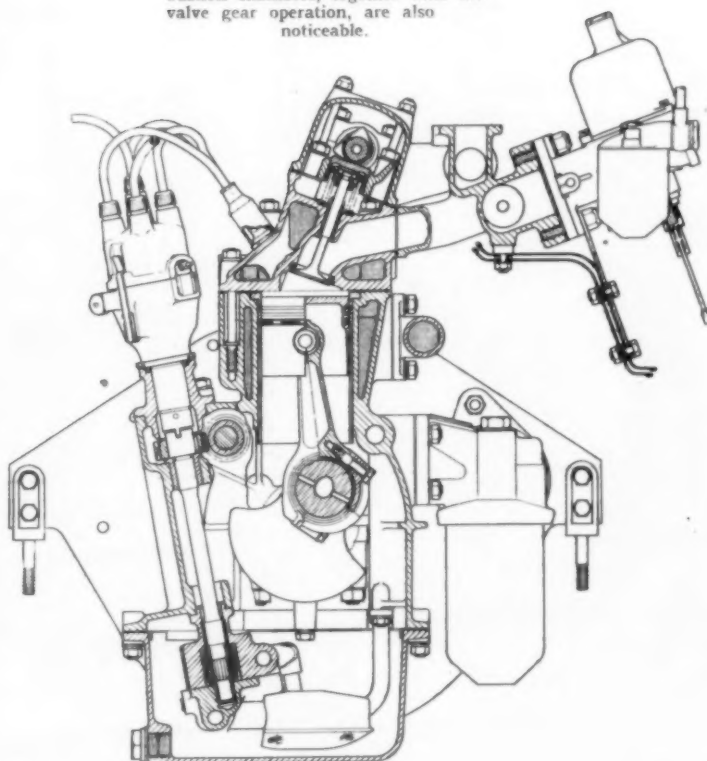
The simple and effective layout of the main components is clearly indicated. In production form the car will be available with either the Fibreglass body or an aluminium-panelled version, while a hard-top coupé is also contemplated. Light weight and simplicity are the keynotes of the design.

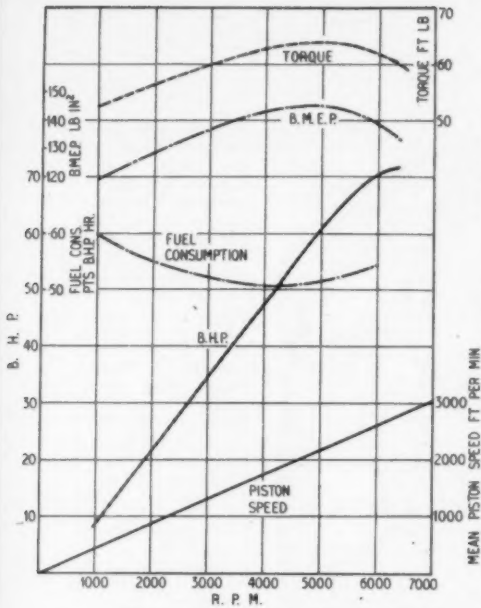
these being interchangeable. The aluminium-alloy pistons carry three rings each (two compression and one scraper, the top ring being chromium plated) and are pivoted on short stiff steel connecting rods. These are split diagonally across the big-end journals (so that they can be withdrawn upward through the cylinder bores) and the big-end caps are located by tongues and grooves; the big-end bearing shells are also of the steel-backed lead bronze strip variety, and the journals are 1½ in diameter by ⅞ in wide. The light steel flywheel carries a Borg and Beck dry single-plate clutch.

The aluminium cylinder head incorporates wedge-shaped combustion chambers which give a controlled combustion rate. There are two valves per cylinder, the inlet being 1.35 in diameter, the exhaust 1.2 in, and they slide in cast-iron guides and seat on shrunk-in austenitic iron valve seats. They are positioned in line but inclined laterally, and are operated through inverted piston-type cast-iron tappets (which surround the valve springs) by a single overhead camshaft; adjustment of the tappet clearance is obtained by discs of graduated thickness. The camshaft is carried in three split white-metal bearings.

A steel spur gear on the nose of the crankshaft drives a larger mating gear, made of phenol resin, on an auxiliary shaft; thence a duplex chain and sprockets take the drive up to the camshaft. The gear and sprocket ratios are chosen to provide a "hunting tooth" in each case, to eliminate localized tooth wear. A Weller spring blade tensioner is fitted on the slack side of the chain and a nylon pressure pad on the tension side; this

This cross-section of the new Coventry Climax engine emphasizes the stiff crankshaft with its short throws, and the short and robust connecting rods. The porting and shape of the combustion chambers, together with the valve gear operation, are also noticeable.





Performance curves obtained on test of the new engine are very creditable for a 1,100 c.c. unit. The low piston speed engendered by the short stroke is also indicated.

NEW SMALL SPORTS CAR ENGINE continued

material has proved virtually everlasting in this application. Other components driven from the intermediate auxiliary shaft are the oil pump and ignition distributor (through a pair of skew gears) and the fuel pump, through an eccentric cam.

The oil pump is of normal spur gear pattern, but has the relief valve built into the pump body and passing the overflow back into the inlet side; therefore oil is drawn through the floating intake in the sump only in sufficient quantity to feed the bearings—this reduces the likelihood of aeration. The main, big-end and camshaft bearings are all pressure fed, the supply passing through a full-flow filter.

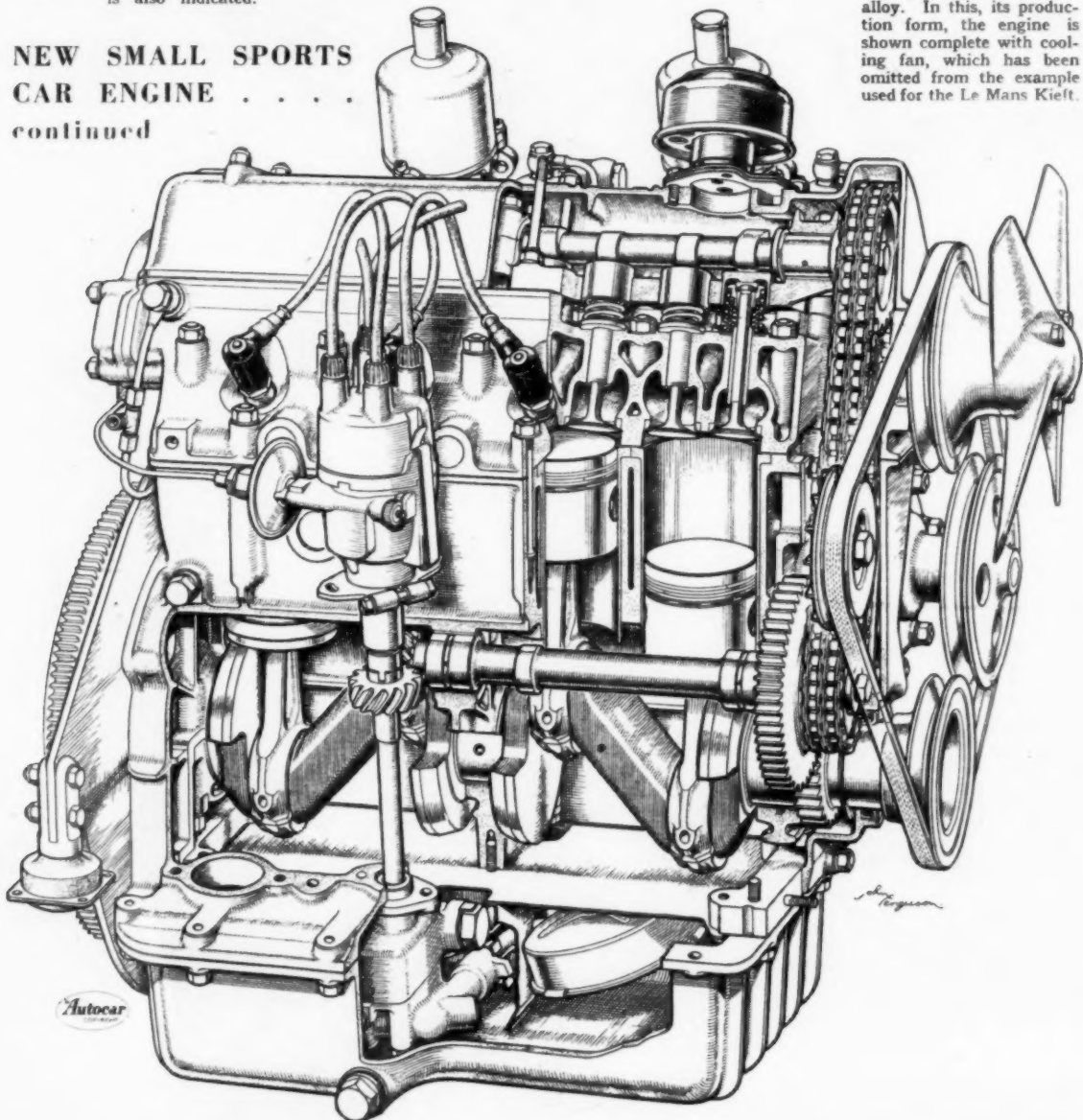
The belt-driven centrifugal water pump supplies a carefully directed high flow of coolant to the valve seats and sparking plug bosses; one 14mm plug is used per cylinder. The Lucas ignition distributor incorporates a centrifugal automatic advance system, no manual control being provided; for normal production purposes this may be supplemented by a vacuum-operated overriding control to give part-throttle economy. The dynamo and fan

are, as usual, also driven by the water pump V-belt.

Carburation is by two 1½ in bore S.U. semi-downdraught instruments, mounted on an aluminium manifold, the casting of which also incorporates the water take-off pipe running along the side of the cylinder head.

It is emphasized by the manufacturers that this engine is a production unit for sports car use; with a compression ratio of 8.8 to 1 it delivers 72 b.h.p. at 6,400 r.p.m., and has the remarkably low weight of 205 lb, complete with all electrical equipment but less clutch. No extra tuning is being carried out on the example fitted to the Kieft chassis for the Le Mans race; the engine will be in its production form except for the omission of the fan. Altogether, it would seem to be a very attractive power unit which may rapidly find favour in the small sports car world.

This complete cutaway drawing of the Coventry Climax 1,100 c.c. engine clearly shows the interesting construction of this new unit, of which the combined cylinder block and crankcase are cast in aluminium alloy. In this, its production form, the engine is shown complete with cooling fan, which has been omitted from the example used for the Le Mans Kieft.





Thatch and whitewash; the village of Stokenham just off A379 near Torcross, in South Devon.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

"Standards of Breakage"

Nothing Else?

[65656.]—I quote from your leading article of May 21 about the new standards for safety glass, in which you refer to broken windscreen fragments as missiles. Your remark is: "Only the eyes, however, are likely to be vulnerable to this danger." The significant word is "only."

G. E. THOMAS,
Editor, *Motor Trader*.

[Agreed, but the word was used in its strictest sense, and not deprecatingly.—ED.]

Anti-motorist?

A Noisy and Vociferous Minority

[65657.]—I notice from the daily press that the Pedestrians' Association has now suggested, *inter alia*, that a green light be affixed to the front of a car to let pedestrians know that they have been seen by the driver, and I feel that this latest suggestion from the association really is the last straw.

It is appalling to me that the views of this very noisy and vociferous minority appear in print with the greatest regularity, while the motoring organizations say not a word in public on the important subject of pedestrian control. The association, further, has the effrontery to circularize local councils with its fantastic suggestions, conceived out of all the malice and envy of which the have-nots are traditionally capable—for this anti-motoring body has no purely selfless motive of road safety at heart—and has intimated that it will be "quite content"

if its suggestions are merely incorporated in the Highway Code. A cunning stroke, this, for it knows that the code influences the law in certain circumstances, and seeks, by this method, to put yet one more responsibility on the driver—that of flashing a light at the pedestrian!

I do think that the two motoring organizations should do something to counter the insidious menace of the self-styled representatives of the pedestrian by an active watch upon their activities; by a refutation of their propaganda as soon as it appears, by demonstrating to the public the biased nature of the suggestions put forward. They should also make it clear that of all the ridiculous outpourings of this body, not one has mentioned any restriction whatever upon the pedestrian.

I feel very strongly that anti-motoring bias is not being given sufficient attention.
T. P. KEENAN,
London, S.E.7.

Bad Manners

An Organized Example Which, It Is Hoped, Is Isolated

[65658.]—Recently a discreditable incident was brought to my notice.

A farming family in Cumberland was trying to snatch a few hours' rest one Sunday afternoon when, quite suddenly, there was the sound of several cars arriving.

On going out at last, after much noise, the householder was confronted by a total stranger who demanded the name of the house and the hamlet, and declared that he did not want anything else, but was part of the West Cumberland rally on a treasure hunt. Everyone had been given that house as a number and had had to verify its name.

After him came more and more people; they sat outside the house and, on the householder's almost losing his temper, scattered toffee papers and apple cores. They hammered on the doors and peered in at the windows; they walked into the cowsheds and made a lot of noise. What can one do? I think

D

CORRESPONDENCE

continued

it is infamous that one cannot have a quiet Sunday afternoon without that sort of thing happening.

The above is related almost word for word from a letter from a friend of the householder in question. I consider that incidents such as these can serve only to bring the sport into disrepute, and that, therefore, steps should be taken to see that they do not occur.

I should like to stress that I am an ardent supporter of all aspects of the sport and an habitual reader of *The Autocar*, but I feel very strongly that this distasteful and, I hope, isolated example of bad manners should be brought to the notice of all your readers.

J. P. TURNER JONES.

Alderley Edge, Cheshire.

Duesenberg

No Performance Figures Are Available

[65659].—With reference to letter [65573], I should like to ask your correspondent about the tests which have showed that any standard model Duesenberg will accelerate from standstill to 100 m.p.h. in 17 seconds.

There have been many statements made about the Duesenberg's amazing acceleration performance but no actual official test data have ever been available.

S. T. B. CRIPPS.

Montreal, Canada.

Mille Miglia

Details of the Aston Martins' Fate

[65660].—May I be permitted to add a few words to the very excellent account of the Mille Miglia which appeared in your issue of May 7?

The "trouble" experienced by Peter Collins between Ravenna and Pescara consisted of leaving the road at high speed, and resulted in a badly bent de Dion tube. From this point onwards the right-side rear wheel was seriously out of track and had pronounced camber, and the car must have been almost uncontrollable on right-hand corners. In spite of this handicap, and after changing the wheel at the roadside, Collins was still tenth at Pescara and, as you point out, had risen to fifth at Rome. On the Radicofani, where the weather conditions had deteriorated, the inevitable happened and the car slid off the outside of a right-hand bend, falling down a bank some way below the road. It was manhandled back on to the road by spectators, another wheel was changed, and Collins continued, to be sixth into Florence, less than a minute behind Musso and V. Marzotto.

One final point is that the car did not retire after Florence. It was withdrawn at Florence by the writer, who did not consider it was in a safe condition to continue. At no time during the race did either of the Aston Martin cars suffer mechanical trouble, other than accident damage.

Feltham, Middlesex.

J. L. WYER,
Development Engineer,
Aston Martin, Ltd.

"Bristol Fashion"

Quite Strikingly Fast?

[65661].—I was very interested to read the article "Bristol Fashion" in a recent issue of *The Autocar*. However, I was a little surprised to see that a run from London to Paris between breakfast and lunch—although I notice that the Bristol stopped for lunch on the way and did not really get to Paris until 3.30 p.m.!—should be described as "a quite remarkable" and "quite strikingly fast" journey.

Now, I really do think that the credit for such a run is due to the excellent service provided by Silver City Airways, the contribution made by modern motoring being negligible. I say this because, last winter, I undertook a similar journey whilst returning from Switzerland in my 1928 4½-litre Bentley. We arrived in Rheims—which I believe is nearly 20 miles farther from Le Touquet than Paris—pretty late the night before, but decided to have an early breakfast the following morning and start for Le Touquet at a quarter to seven. We found ourselves a little behind schedule at Amiens but stepped up speed and put 63 miles into the next hour, arriving at the airport at 10 a.m., which was the reporting time for the 10.30 ferry.

About an hour and ten minutes later we drove out of the Lypnpe customs shed and proceeded gently up to London, arriving at about 11.45 a.m., having gained one hour while crossing the Channel.

So it seems that if the Bristol really wanted to be enterprising it might well have taken advantage of the extra hour and driven from Paris to London between breakfast and morning coffee!

On the outward journey the old Bentley left London in the morning, Le Touquet just after noon and spent the night in Switzerland, reaching Basle at about 11.30 p.m. This was despite the gloomy prognostication of seasoned Monte Carlo men about to embark at the airport, who had apparently been "digging their way out all the way from Paris." The last 50 miles or so produced the worst conditions, with a considerable wind whipping powdered snow into quite useful drifts.

The following day we drove to St. Moritz, and despite being loaded up with luggage, including a trunk, four suitcases, two 1 cwt toboggans, two pairs of skis and so on, which gave it an all-up weight of some 2½ tons, the car climbed the 7,500ft Julier Pass in second gear without my bothering to put on chains.

Could a 1954 Continental Bentley do so very much more?
Nunthorpe, Yorkshire.

KEITH SCHELLENBERG.

[There was no "Is this a record?" intent behind the Bristol's run, which we continue to regard as "quite strikingly fast." The part played by the aircraft was fully appreciated.—ED.]

Wanted

An Early Mercedes-Benz Car or Aero Engine

[65662].—Our company is interested in the purchase of an old Mercedes-Benz car or aero engine. Naturally, the model should date, at the latest, before 1910.

We should be very grateful if any readers knowing of such a car or aero engine would write to us.

72, Avenue d'Auderghem,
Brussels, Belgium.

SOCIÉTÉ ANONYME I.M.A.

Design

Factors Contributing to Road Safety

[65663].—One of the major factors affecting road safety, and one increasingly forgotten, is the design of the automobile itself.

In reading *The Autocar* Road Tests one sometimes comes across the phrase, "On getting into the car one feels at home straight away" . . . or "this car almost at once gives the driver a feeling of confidence." If road safety is to be improved this feeling must be inspired by all automobiles, and not by the rare one here and there.

I have driven all manner of cars, vintage sports cars, cars of quality, and cars of many types in America and in Europe, but though most of them had some qualities I liked, for that real instantaneous feeling of being at home I shall always remember a 1928 Eighth Series Lancia. This car was 20 years old when I bought it and I covered many thousands of miles in England and on all sorts and conditions of roads in Europe, including mountain passes in the Alps and Pyrenees. At all times I felt completely at home, and, what is more, one of the most discriminating passengers I know always remarked that this car gave the passenger more feeling of comfort and being at ease than almost any other modern car. Why?

First, forward visibility: From the front seats the driver should be able to see clearly both wings and the exact total width of the car, without any straining whatever. There should be no bright chromium parts in his line of vision to cause sudden glares and reflections from the sun; the screen pillars should be as slender as possible so as to avoid sudden blind spots.

Instruments should be designed so that they can be seen with the minimum of movement of the eyes from the road ahead, and the slope of the screen should be such that distracting reflections are not caused. A further small point is the colour of the steering wheel.

Secondly, rearward vision: Here the Americans, led by the famous Loewy Studebaker, have led the field and caused a revolution in the right direction. The large rear window of an increasing number of cars is a vast improvement. However, here again, the placing of mirrors is still often appalling; either one can see backwards in the mirror, but finds it obscures forward vision, or vice versa.

Thirdly, the placing of the controls within the car has a strong bearing on this "feeling at home" in the car. I have already mentioned the placing of instruments; the gear lever, hand brake, seat adjustment control, and of course the pedals and dip switch should all be placed so that the hands or feet reach them with the minimum of movement, and all these controls should be positive and immediate in their action with the minimum of whip or flap. A minor point here is the placing of cigarette lighters and ashtrays. In far too many cars the driver has to reach over the steering wheel to shake the ash into a



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★ In R.A.C. observed petrol consumption tests the Velox achieved 28.6 m.p.g. at an average speed of 40.8 m.p.h., the Wyvern 33.4 m.p.g. at an average speed of 30.5 m.p.h.

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DOUBLE - ENGINE PROTECTION FOR YOUR CAR



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ALEXANDER DUCKHAM & CO. LTD., HAMMERSMITH, LONDON, W.6.

CORRESPONDENCE

ridiculously small ashtray, and in doing this I have noticed many drivers wander across the road in an alarming way.

Lastly, in this respect, when and if it does come to an accident or at least a "phenomenal avoidance" the sharp projections inside the car, such as door handles, are a menace; recessed handles, padded areas forward, and properly designed seats, with safety belts in really fast cars, would save numerous broken noses and unnecessary gashes.

But, finally, it is the actual handling of the car and its accurate responsiveness to the controls that make the greatest difference to safety or insecurity in the design of the automobile. I am personally absolutely convinced that a high centre of gravity and soft springing are the greatest menace, and when they are combined with a low-geared steering one has all the bad factors together. Cars of this type are always unsafe, but particularly so in wet weather and on greasy roads, where they tend to get out of control easily, yet by the very fact of their smooth flabbiness they tend to lull the ordinary driver into a false sense of ease and security.

Cars have been made for over half a century now; there have been some which incorporate almost all the features that make for confidence in the driver, and consequently contribute to the safety of the roads. Surely it is time motorists insisted on cars designed for safety and real controllability, in addition to speed, comfort, and elegance?

Paris.

J. LAWRENCE GREENWOOD.

Carburettor Construction

The Reason for the S.U. Damper

[65664].—I have just been reading *The Autocar* "Readers' Service" in the issue of May 21 and should like to comment on one of the questions.

This was in regard to the damping mechanism of the S.U. carburettor. You state that this is to prevent the piston vibrating. The main purpose of this is to prevent the piston suddenly rising to its full height when the throttle is opened wide.

This sudden rise causes a very marked "flat spot" and a great difference is noticeable in the general acceleration of a car if this damper (commonly called the dashpot) is low in oil.

Tolworth, Surrey.

T. LYDDON.

Wind Noise

The Deflector That Became a Silencer

[65665].—Mr. W. G. S. Wike [65611] may be interested to know that I have accidentally, but very effectively, reduced the wind noise caused by the hood of my Morris Minor tourer by fitting an ordinary "bug deflector."

Although its usefulness for keeping the windscreen clean is almost negligible, I have kept it installed for this highly beneficial, but unintentional, effect.

London, W.6.

H. NOREL.

Yellow Light

A Convert to the Continental System

[65666].—From time to time you have published readers' views for and against the use of yellow bulbs. For some time now I have been driving behind a pair of Philips Duplo lamps. Apart from the joy in having available such intense illumination when on full beam, the 30ft throw on dip removes most of the strain when driving into oncoming traffic, whilst the fact that I have never once been "flashed" by other drivers shows how efficient is the upwards cut-off.

So far, I have not had the opportunity of driving in fog with these lights, but the one occasion recently when I had to drive through a patch of low-lying mist gave me the impression of driving on top of the light itself, there being no apparent reflection from the mist. Obviously I am not looking forward to having to drive in thick fog, but I feel confident already that these new lamps will make that task much less onerous than it has been in the past.

Hatfield, Hertfordshire

P. I. NICHOLSON.

On the Air

The Silverstone Commentary Criticized

[65667].—Although I thoroughly enjoyed myself at the B.R.D.C.-Daily Express meeting at Silverstone (incidentally, my first visit to that particular circuit), I do feel—and others agree with me—that the standard of commentating leaves much to be desired.

I think that the commentators would do well to pay a visit to

Goodwood, where the standard of the continuous commentating is excellent, spectators being kept exceedingly well informed.

On this occasion at Silverstone it was difficult at times to know exactly what was happening; for example, when Bira and Moss fell by the wayside we heard nothing more of them. Similarly, when anyone pulled into the pits we were not informed of the reason why. A remark such as "It's all right—you can sit back in your seats now," without further explanation, is infuriating to those spectators not in the pit area.

Finally, must we have all that frantic shouting, to clear the track round the pits, broadcast over the entire public address system?

Burton-on-Trent, Staffordshire.

GERALD A. PRINCE.

Aintree

Deserving of Nothing But Praise

[65668].—The B.A.R.C. and the Aintree Automobile Racing Co. are to be congratulated on the most excellent organization of the Aintree Daily Telegraph international meeting last Saturday. After the troubles which have been heard in the past concerning large motor race meetings in this country it is a refreshing change to be able to record that my party, aided by coloured route signs and most efficient police control (with loudspeaker instructions to individual drivers), drove straight into the enclosure in ample time for the first race, were on the main road en route for home within half an hour of entering the car at the finish of the meeting, and, meantime, had been able to buy a programme without having to walk over the entire course looking for the seller. We were able to obtain excellent refreshments with the minimum of waiting; and, best of all, were able to observe a very fine programme of racing at a very modest outlay for the whole party.

Ambleside, Westmorland.

DERRICK A. VARTY.

Grouses

Mudguarding and Tyres

[65669].—Is it not time that designers of cars, coaches and motor cycles paid a little attention to mudguards? If mudguarding really were efficient there would be no need for screen washers and motoring would be generally safer.

Tyres are purely functional. At the last Earls Court Show many good-looking cars were spoiled by their very drab and uninteresting tyres. As a special concession manufacturers are prepared to make the white-walled tyre. Why cannot they supply green for anybody who wants it, or any other colour?

Bramhall, Cheshire.

G. M. HARDMAN.



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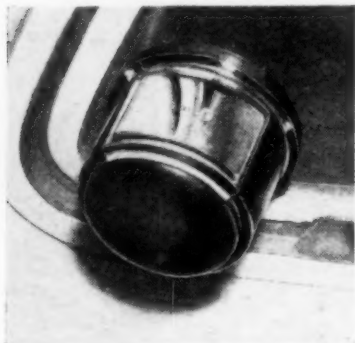
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Accessories

Covered Ashtray

A CHROMIUM plated sliding shutter is fitted over the aperture in a new Barnacle suction ashtray. It opens easily and lightly. The bowl is attached to the suction cup base by bayonet catch, and can be removed for emptying. The



The Barnacle ashtray attached to a ventilating panel. The shutter is closed; it can be rotated to the open position with a fingertip.

makers are Barnacle, Ltd., Barnacle Works, Bensham Lane, Croydon, Surrey, and the price is 14s 1d.

The finish is black or walnut Bakelite, and the shutter is chromium on brass. The construction is strong.

Zephyr Exhaust Manifold

A SIX-BRANCH exhaust manifold has now been produced for the Ford Zephyr by Consul Productions, Balfour Mews, Bridge Road, Edmonton, London, N.9. It is very similar to the four-branch manifold for the Consul on which a test report appeared in *The Autocar*, December 4, 1953, so it is reasonable to suppose that a corresponding gain in performance would result from its use. Fitting is straightforward, the necessary gaskets and other items being supplied with the manifold. The price is £12 10s.

New Wax Polish

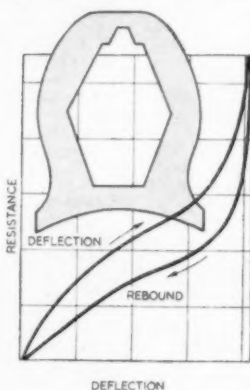
TWO polishes are now available under the name of Pagoda. They are packed in containers like large toothpaste tubes, and one of them is a cleaner-polish intended for removing oxidized, bloomed surfaces of paint. The other is a paste wax polish and is easy to apply and long lasting. The wax paste is applied lightly and left to dry, and it was found

on test that final polishing could be accomplished with very little physical effort. The resulting finish was a true wax shine with the usual water-repellent qualities. It proved to be long lasting and able to stand up to repeated washing. The price of the cleaner-polish is 2s 3d per tube, and, of the wax polish, the same. The makers are Renham and Romley, Ltd., 10, Canfield Place London, N.W.6.

Taking the Shock

THE idea is not new of increasing the scope of the small rubber buffers which are used to prevent metal-to-metal contact when a suspension is forced up to its limit of travel. Some pre-1914 cars had a big, thick rubber ring on edge for this purpose, and some modern suspensions bring in a big cone of rubber for the last few inches of travel.

The Aeon rubber spring, new in this country, is hollow, and is moulded into a



Resistance and rebound energy curves for one of the stiffer Aeon rubbers, suited to old-fashioned short travel suspensions. This particular rubber is superimposed, in section, on the graph.

number of different shapes to obtain different performance curves, but the interiors are usually open to the air. On compression, there is first distortion resistance and then actual compression of the rubber. The graph is for a type suited to short travel suspensions on older vehicles. It can be seen that rebound (or bounce) energy output is much less than the deflection force absorbed, and this is because rubber, unlike spring steel, has self-damping properties. There are other types, some suitable for use as springs on their own.

Prices vary, being about £2 to £3 a

pair, and the makers are Aeon Products (London), Ltd., 48, Clifton Gardens, London, N.W.11, who have a questionnaire form which assists them to select the right type for a user's requirements. Some types can, in new designs, be used as springs in lieu of steel.

Tests with an older car on rough roads, and on quite good roads with an overload, were favourable. Audible knocking with the normal small rubbers was changed to silent reception of the axles by the chassis with the Aeon rubbers, when the same stretches were taken at the same speeds, and even at much higher speeds. It would be interesting to make and test an application in which a different type was used to leave the long-travel suspension of a modern saloon initially soft, but to give a more steeply rising resistance so as to improve behaviour when the car was driven and cornered in a spirited manner.

Dry Plugs

A WATERTIGHT plug cover of toughened, heat-resistant rubber, developed by K.L.G. for racing, has been introduced for general use. It also keeps insulators free of oil and dirt. The waterproof Terminal PR120-2 costs 3s 6d, and is made by K.L.G. Sparking Plugs, Ltd., Cricklewood Works, London, N.W.2.

The price of K.L.G. F100, FE100, M100, ML100 and Ten L100 sports plugs has been reduced from 10s to 7s 6d each. Waterproof versions of the first four are 10s instead of 12s 6d.

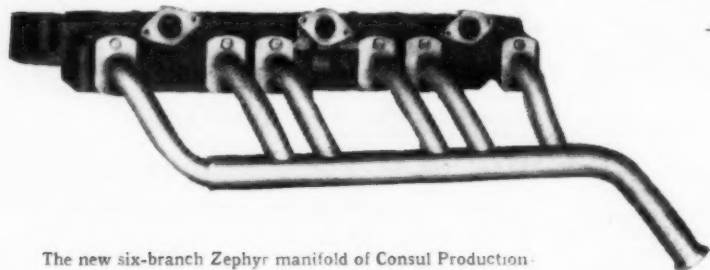


The Everard draught deflector, with its universal telescopic mountings, can be attached to horizontal or vertical surfaces.

Draught Deflector

BESIDES having universal ball joints in its mountings, a new Everard draught deflector has a sliding adjustment between panel and mount. Mounting centres are about 1ft 2in apart, adjustable either way, and the mounts can be to either vertical or horizontal surfaces. The laminated safety glass is held in a strong channel frame with good chromium plating, the fittings also being well plated. Joints are firm. It is claimed that the universal mountings make the fitting applicable to nearly all cars.

The makers are Everard and Co., Ltd., Buckler Works, Bampfild Street, Portsmouth, Sussex, and the price is £1 19s 6d each.



The new six-branch Zephyr manifold of Consul Production.

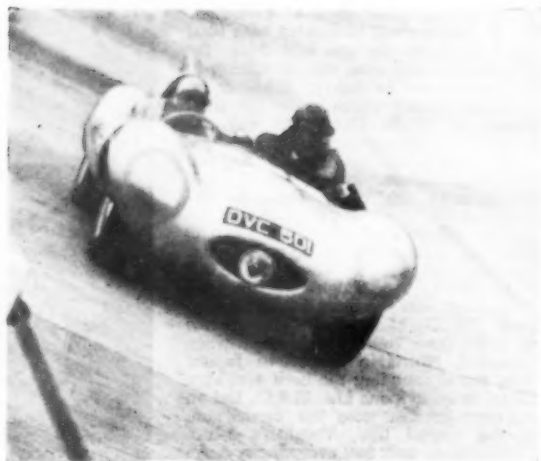
One Week to LE MANS

Last Minute Changes in Entry for Great French Race

THE famous French classic sports car race, the 24-hour event on the Sarthe permanent circuit at Le Mans, is now only eight days away, and preparation of the cars is in a few cases complete and in the remainder reaching fever pitch. The latest withdrawals from the original entry list include the official Lancia team of three cars (although one may still take part), the official Austin-Healey team of three cars, and the lone works Allard entry; these naturally let in some more of the reserve entries, and as far as Britain is concerned it now seems that Nigel Mann's Aston Martin and Edgar Wadsworth's Triumph TR2 will be among the sixty cars to face the starter at 4 p.m. on Saturday, June 12.

Prominent among the entry will be the four works Ferraris (two 4.9-litre, one 4.5-litre and one 3-litre), the Cunningham team (two 5.4-litre Chrysler-engined Cunninghams and one much-modified 4.5-litre Ferrari), the three new works Jaguars, and the three DB3S Aston Martins. The two 4½-litre Lagondas in the entry list are still an unknown quantity, as are the works Maseratis (one 2.5-litre and two 2-litres); Gordini, who has a reputation for producing fantastically fast cars from out of

The new Le Mans Jaguar shows its paces at the M.I.R.A. proving ground at Lindley; the driver is Norman Dewis, the passenger the Minister of Transport.



the hat, as it were, has entered one 3-litre and two 2.5-litres. As his racing cars have now achieved a good standard of reliability, the sports versions will undoubtedly have to be considered serious contenders at Le Mans.

In the 2-litre class, apart from the Maseratis, there are the three works Bristols and three privately entered Frazer-Nashes; unfortunately, the larger, Sapphire-engined Frazer-Nash could not be finished in time, and the organizers have agreed to accept a third 2-litre (Sture Nottorp's coupé from Sweden, which ran

in the Mille Miglia) in its stead. The 1½-litre class will be a straight fight between three works Porsches and two works Osas, all of which are very fast indeed, while among the 1,100 c.c. cars are the two Kiefts, one works Porsche and probably two Osas, one works-entered. Finally, there is the usual assortment of Renault and Panhard variations which make up the 750 c.c. class, together with a lone Italian Nardi. Still the makings of a remarkable race; can last year's Jaguar winning speed of 105.85 m.p.h. be exceeded? That remains to be seen.

WHITSUN CROP

SPORTING EVENTS TO SUIT ALL TASTES : FIVE RACE MEETINGS AND TWO RALLIES

WHITSUN weekend has, as ever, brought its full and varied crop of sporting events. There are five race meetings—the B.A.R.C.'s meeting at Goodwood, the Cornwall M.R.C.'s at Davidstow on Whit Monday and the Half-Litre Club's Brands Hatch, the M.M.E.C. Silverstone and the W.E.C.C. Snetterton on Saturday. For those who prefer their competitive motoring in a less exciting form there is the Royal Scottish A.C. Scottish Rally, which starts on Whit Monday, and the M.C.C. Whitsun Rally starting tonight and finishing tomorrow.

Of the Saturday events the Snetterton meeting begins at 1.30 p.m. and has attracted an impressive entry list. Among the cars entered are the *Ecurie Ecosse* Cooper-Bristol, Connaught and XK120C Jaguars, Sidney Greene's 2½-litre formula 1 Maserati and the 2-litre sports car—both to be driven by Roy Salvadori; Crook's Cooper-Bristol, Gould's similar car, Parker's Kieft and Leston's Cooper will also be there. The circuit is situated near Thetford, Norfolk, on the main Thetford-Norwich road.

The M.M.E.C. Silverstone meeting, also on Saturday, starts at noon and there are classes for sports and racing cars, *formule libre*, 1,172 c.c. formula and the old formula 2. The meeting is open only to members and friends of the organizing club or the invited clubs. These are the Half-Litre C.C., Nottingham S.C.C., Bugatti O.C., Vintage S.C.C., 750 M.C. and the Sheffield and Hallamshire M.C.

A varied programme of 5-, 15- and 21-lap races arranged by the B.A.R.C. at Goodwood on Whit Monday promises an

excellent day of racing on the 2½-mile circuit near Chichester. In the *formule libre* race Ken Wharton and Ron Flockhart will drive B.R.M.s, Roy Salvadori the formula 1 Maserati, Parnell the formula 1 Ferrari, and Peter Collins the 4½-litre Ferrari Thin Wall Special. An entry of thirty cars has been received for the sports car race, which will include the *Ecurie Ecosse* XK120C Jaguars; Dennis Poore will drive a DB3S Aston Martin; and Maserati, M.G., Lotus and Lago-Talbot are represented. The meeting starts at 1.30 p.m.

Kentish Hatch

Brands Hatch has attracted a near-record entry of 89 cars. This meeting marks the introduction of *formule libre* racing for the first time on the 1½-mile circuit. There will be a 20-lap race for sports cars under 1,500 c.c. and no fewer than 51 cars are entered for the formula 3 events. Among *formule libre* contestants will be the 2-litre Connaught which used to be driven by Tony Rolt, but which has now been acquired from R. R. C. Walker by Bill Whitehouse. Racing starts at 2 p.m. Prices of admission are 4s for adults, 1s for children and 5s for cars; admission to the grandstand is 3s 6d. The circuit is 18 miles south-east of London on A20, the main Dover road.

For West Country folk a full programme of 12 races will be held at Davidstow (near Launceston in Cornwall) on Whit Monday. There are events for all the formulae and sports cars, with 20-mile heats and 40-mile finals. The

racing starts at 11 a.m. and gates open at 9 a.m. A large and interesting entry has been received despite the crowded nature of the calendar over Whitsun weekend and of interest is the 1,100 c.c. Osa which will be driven by Peter Reece.

The M.C.C.'s hardy annual, the Edinburgh Rally, has been replaced by the Whitsun Rally in view of the recently held Commemoration Edinburgh marking the fiftieth anniversary of this event. There are no observed sections of the trials type and straightforward driving tests are included. There are three starting points, Edinburgh, Tewkesbury and London. Competitors converge on Harrogate for breakfast, after which they will cover a circular route of 270 miles through Yorkshire and the Lake District, returning to Harrogate for the finish.

The Scottish Rally has an entry of 123 cars which will be leaving the R.S.A.C. Clubhouse, Blythswood Square, Glasgow, from 9.0½ a.m. on Whit Monday, at half-minute intervals. For the first 24 hours cars will travel by day and night round the north of Scotland to finish at Grantown-on-Spey on Tuesday afternoon. Thereafter there will be two daytime tours from Grantown and a final day's run to Glasgow over a secret route, the cars arriving at about 1.30 p.m. onwards at Blythswood Square. Unfortunately, the tests included in the route will not be seen by Whitsun holidaymakers as they are at Grantown on Tuesday and Wednesday, and at Aberdeen on Thursday. A reception and dance will be held at the clubhouse and a *concours d'élégance* at Turnberry Hotel.

ONE of these days a Silverstone meeting will be blessed with ideal weather; the sun will shine, the eternal wind will cease and everything in the garden will be lovely. However, in spite of showers which made the track greasy, the Eight Clubs' full day last Saturday was enjoyable.

The long programme started with two high-speed trials, each divided into classes with the eleven-hundreds and under having to average 48.24 m.p.h., the up to fifteen-hundreds 50.65 m.p.h., 53.06 m.p.h. for those cars up to 3,000 c.c. capacity, and the big fellows were set 55.48 m.p.h. Although officially not races, there was the usual friendly scrapping. W. G. Marriot's Buckler seemed to suffer from front wheel patter when cornering, Norris in the brown Jupiter went round sounding the horn and Mrs. Gibbs' tubular frame i.f.s. H.R.G. had an unhappy exhaust note but carried on. In the second trial, Vaughan's 3-litre Talbot saumon spilt fuel everywhere, Agg's TR2 Triumph came to rest suddenly at Woodcote when the left front hub broke



Storm clouds and a young potential pit manager overlook the start of one of last Saturday's events. E. M. Lane's Lagonda Rapier waits with the rest of the field.

2 - 4 - 6 - 8 Clubs Silverstone

WELL-ORGANIZED LARGE ENTRY FOR POPULAR EVENT

off and Wortman's 3½-litre Jaguar seized up in a cloud of smoke and steam.

Austin Sevens that would never have been recognized by Longbridge (and which went far quicker than their designer had in mind) lined up for the first of the 5-lap scratch races. C. F. Lawton went through the pack at the start, but Whitehouse, in the Arden, which had been showing signs of steam from the overflow while waiting for the flag to drop, overhauled him and won from Wilks by just over four seconds. Event 4 consisted, like all the others, of a very mixed bag and included a Volkswagen, Arthur Baker's Land-Rover and Williamson's very fast Morris Eight, which sounded as if it had permanent valve bounce. Miles' Austin overtook the Volkswagen on the third lap and Sir The Beavor came through the field in his T.C. M.G.

All events were started well on time, which said something for the organizers of such a large entry, and there was a bevy of Lotuses (or Loti) for the 1,172 formula race. E. Lewis was fighting hard with Small in another Lotus in the early stages, but Small pulled away in front with MacDowell hard on his heels.

A one-make handicap for A.C. cars had amongst the entry J. A. McCusker's 1921 aluminium-bodied two-seater and two Aces driven by W. D. Hurlock and Basil de Mattos. The next handicap had a fine entry, and while Chalcraft got away as limit man in his chain-gang Frazer-Nash, there were all kinds of machinery from Rileys, Walker's Bentley, and another gaggle of Loti including Peter Gammon's M.G.-engineered projectile, waiting their turn to start. Lewis spun at Becketts in his enthusiasm, Walker took Bluebell the Bentley amongst the marker tubs and regained course without collecting any. The backmarkers were closing up, Sopwith in the Sphinx going all he knew and Keeling's C-type Jaguar looking fast and safe, the former being harried by the Gammon Lotus. A fine race, helped by good handicapping. Those who knew saw the winner of event 9 early on when

Nurse got his fast Riley into the lead by lap 2. John Gott, in his well maintained *Coupe des Alpes* H.R.G., drove steadily into fourth place.

And so the afternoon went on. A shower of rain just before event 10, and the red and yellow oil flag flying at Copse, made people slow a bit, but did not prevent Nancy Mitchell from getting her Monte Carlo Zephyr round that corner side by side with the similar-coloured Zephyr driven by A. J. Range.

Event 12 produced a mixed bag of Rileys, Austins and Lagondas, and Piper's nice Alfa Romeo; and then came one of the best races of the day, with Easdale's 1,750 Alfa going great guns and the astonishing sight of a DB2 being led by a Morgan coupé. Again, Mason's Bentley went in its customary manner and was able to come into second place behind Simpson's Healey when Easdale spun the Alfa round at Becketts and everyone else fled downhill to Woodcote and the finish.

The next scratch race had the Sphinx, a brace of C-type Jaguars and the Gammon Lotus to live it up. The rear wing panels of Sopwith's car shivered as he went away up the straight and Gammon seemed to leave Woodcote as though a giant hand was pulling him on a rope from Copse. The fuel that had been spilt (and the rain) combined with rubber on the surface to warrant a special warning to drivers and Ross Skinner showed what

could happen as his Jaguar spun at Woodcote.

Last of all was a 5-lap handicap for those competing for the "Motor Sport" Challenge Trophy, Nurse, March, Burton and Harris with his fast Austin had qualified at the last Vintage Sports Car Club meeting and were joined by the first two from each of the day's six handicaps. Unfortunately, all those eligible did not start and what could have been a good race finished off the day rather quietly.

PROVISIONAL RESULTS

5-Lap Scratch Races (A) 750 Formula: 1. Arden (J. W. Whitehouse), 58.07 m.p.h.; 2. Austin (W. E. Wilks); 3. Austin (D. A. T. Rees); (B) 1,172 Formula: 1. Lotus (D. H. Small), 65.89 m.p.h.; 2. Lotus (M. G. H. MacDowell); 3. Lotus (R. Waldman); (C) 1. Morris (G. H. Williamson), 59.19 m.p.h.; 2. M.G. (P. W. Scott); 3. A.C. (K. F. T. Nightingale); (D) 1. Riley (A. J. Nurse), 65.80 m.p.h.; 2. Bentley (R. H. B. Mason); 3. M.G. (J. M. Pattinson); (E) 1. M.G. (Sir Thomas Beavor), 61.64 m.p.h.; 2. Alfa Romeo (A. H. Piper); 3. Bentley (G. T. Walker); (F) 1. Lotus M.G. (P. Gammon), 75.14 m.p.h.; 2. Sphinx (T. Sopwith); 3. Jaguar (D. C. Truman); (G) 1. Healey (P. J. Simpson), 61.92 m.p.h.; 2. Morgan (J. Moore); 3. Triumph (J. G. Beasley).

5-Lap Handicap Races (A) For A.C. Cars: 1. 1954 Ace (B. G. P. de Mattos), 65.51 m.p.h.; 2. 1956 Tourer (L. D. Inwood); 3. 1954 Ace (W. D. Hurlock); (B) **Motor Sport Clubs Challenge Trophy - Heat 1:** 1. Riley (A. J. Nurse), 60.15 m.p.h.; 2. Alvis (R. C. R. March); 3. M.G. (Sir Thomas Beavor); (C) 1. M.G. (Sir Thomas Beavor), 61.82 m.p.h.; 2. Austin (J. A. Miles); 3. H.R.G. (P. Allott); (D) 1. Jaguar (J. A. Keeling), 75.61 m.p.h.; 2. Sphinx (T. O. M. Sopwith); 3. Lotus M.G. (P. Gammon); (E) 1. Allard (R. Carnegie); 69.18 m.p.h.; 2. Riley (A. J. Nurse); 3. Aston Martin DB5 (P. A. Everard); (F) 1. Austin (H. Cocker), 59.05 m.p.h.; 2. Bentley (G. T. Walker); 3. Alfa Romeo (A. H. Piper); (G) 1. Healey (P. J. Simpson), 65.99 m.p.h.; 2. Bentley (R. H. B. Mason); 3. H.R.G. (R. C. Gooderall).

High Speed Trial Team Contest: 1. M.G. (G. B. Hewitt, A. S. Lusty and T. W. Dargue).

RECORD INDIANAPOLIS

THIS year's American classic was again a triumph for Bill Vukovich, driving an Offenhauser-powered Fuel Injection Special. His average speed for the race was 130.84 m.p.h., nearly 2 m.p.h. faster than his win last year. A crowd estimated at 200,000 saw the race, which was run in extremely hot weather. Both Vukovich and Fred Agabashian, who was sixth, drove for the whole race, during which every record from 10 to 500 miles was broken.

McGrath led for 44 laps and set up

several new records as he built up his lead over Bryan, then tyre trouble set in.

Towards the end the lead changed hands between Bryan and Vukovich until the 148th lap, when the ultimate winner led until the finish. Sixteen cars failed to finish what had been a most exciting race.

PROVISIONAL RESULTS

Race distance 500 miles, 200 laps of 2.5-mile circuit
1. Fuel Injection Spl. (B. Vukovich), 3h. 49m. 17.5s, 130.84 m.p.h.; 2. Dean Van Lines Spl. (J. Bryan), 1 lap behind; 3. Hinkle Spl. (J. McGrath); 4. Automobile Shippers Spl. (T. Rutnam); 5. McNamara Spl. (M. Nazarek); 2; 6. Mezz Engineering Spl. (F. Agabashian); 2.



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"DAILY TELEGRAPH" AINTREE MEETING

Aintree "200" race

1st Stirling Moss
(MASERATI)

3rd R. Flockhart (B.R.M.)

500 c.c. race

1st Stirling Moss (COOPER)

2nd D. Parker (KIEFT)

3rd J. Russell (COOPER)

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THE SPORT

by

J. A. Cooper

The Cooper-Norton, owned and prepared by Francis Beart, with which Stirling Moss won the Aintree formula 3 race. Although there are two exhaust pipes, only one is in use! Also notable is the tread pattern of the German Continental tyres fitted to the car for this event.



LE MANS DISAPPOINTMENTS • AINTREE AFTERTHOUGHTS • TARGA FLORIO

CERTAINLY we live in an age of rapid change and surprises; it is becoming increasingly difficult almost day by day to forecast the probable course of any event. When the original entry list for Le Mans was published, with three Mercedes, three Lancia, three Jaguar, three Gordini, four Ferrari, two Lagonda, three Aston Martin and three Cunningham (all works-entered cars, apart from private entries), it seemed that this year's race would probably merit the much-abused title of the "race of the century." And now look what happens—some of the best entries are fading away before our eyes!

Mercedes withdrew in good time, a month or two ago. Lancia, as recorded here on May 21, have announced that their new cars cannot be ready, but that they may run one car experimentally. It is by no means certain, so rumour has it, that either or both Lagondas will run; and now comes the announcement that the Austin-Healey team has been withdrawn. Now, nobody will pretend that this last withdrawal is likely materially to alter the result of the race as a whole, for the Austin-Healeys could not be expected to have the speed of their larger and faster opponents; but the cumulative effect of all these retirements is depressing, both for the organizers and for the prospective spectators.

The officially announced reason for the Austin-Healey withdrawal is that the firms concerned are taking a stand against the present trend of sports car racing in which prototype vehicles, not necessarily bearing any resemblance to normal production sports cars, are allowed to take part. That is all very well (and I shall return to that controversy later); but the fact remains that the Le Mans regulations have been unchanged in this respect for some years. The Austin-Healey team was entered

with full knowledge of these regulations and their implications; and for the decision to be taken suddenly, within a few weeks of the race, that the regulations are not to the team's liking and that the entries will consequently be withdrawn is surely somewhat discourteous, if nothing more, to the organizers of the race.

There is, of course, the not unlikely possibility that other considerations have entered into the decision to withdraw the cars from the race; but judgment can be passed only on the reasons issued jointly by the Austin Motor Company and Donald Healey in their official statement. And those reasons, sound as they may be, hardly seem to me to warrant the breaking of the promise implicit in the signing of an entry form for an international race.

THE first big meeting at Aintree last Saturday turned out better than many people thought it might on Friday night. In spite of the weather, the racing was of a very high standard, and although in both the formula 3 race and the final of the *formule libre* event the lead changed only once (in the latter), yet there was always keen competition among the placemen to keep up the excitement.

There was a fair amount of criticism of the circuit among the drivers, the main point at issue being the succession of slow corners and short straights forming the inward loop; with cars of roughly comparable performance these force a procession to develop over almost one of the three miles which form one lap. But whether or not anything can be done to improve this state of affairs is rather problematic; the same thing applies to the rather flat and featureless back of the course, with its absence of landmarks for the corners—nothing permanent can be erected without the risk of conflicting in some way with the requirements of the horse racing circuit.

However, no doubt some improvements will be made where possible, and cer-

tainly the spectators can get a good view—and an unusual number of them can even keep dry at the same time! Some improvement, too, should be made in the public address system, which was not sufficiently audible in some parts of the stands and enclosures, while the commentary itself contained too many inaccuracies and seemed at times laboured. Nevertheless, it is easy to make criticisms; the main thing is that the north of England has now more than one full-scale racing circuit in operation, for the first time in history.

AMONG the interesting points about the racing at Aintree was the excellent and competent way in which 22-year-old Peter Collins handled the big Ferrari; this must be the first time he has had anything like that amount of power to cope with, and in difficult conditions at that. He remarked that, even in the dry, the rev counter seemed to flash round the dial in first and second gears as though the car were in neutral; the engine of that 4½-litre Ferrari has now been supertuned (on a reputed compression ratio of around 14 to 1) to deliver something in the region of 450 b.h.p., which is a lot by any standards. While it was running properly there was nothing at Aintree which could keep it in sight; it is perhaps surprising that it has not been detuned slightly to make it less temperamental, for it could surely afford to lose a bit of power in the interests of reliability.

The Norton engine in Beart's Cooper with which Moss won the formula 3 race had a most interesting special cylinder head, made by Robin Jackson; in fact, the car had three sparking plugs and two exhaust pipes, a reply which dumfounded many casual enquirers! But only two plugs and one pipe were used, properly speaking; the third plug, in the standard Norton position, was inoperative, the engine having dual ignition, while the second exhaust pipe (rear portion only) is that used when a normal Norton engine is fitted to the car, and was left in position merely because it was welded to the frame.

THE SPORT

continued

THE little Osca driven by Peter Reece, which had put up a very good practice time, was once again (as at Silverstone) suffering from clutch slip and did not get going properly in the race. Chapman's amazing little streamlined Lotus-M.G. did, to some purpose, keeping up with many much larger cars; unfortunately it was seriously damaged by hitting some concrete posts when Chapman slid off the road at Bechers Bend, both chassis and body of the car suffering considerably. Moss handled the Maserati in masterly fashion, and it seems that recent modifications have improved the oil pressure (which had a tendency to fluctuate, presumably through surge in the oil tank) and lowered the very high oil temperature at which these engines run; the de Dion tube had been repaired and reinforced since Silverstone. But for many people the high spot of the meeting was Gerard's terrific effort to recapture third place in the final from Flockhart's B.R.M. with his 2-litre Cooper-Bristol; well as his car was going, and it has never gone better, it is a pity that he has not something more modern of 2½-litre capacity with which to do battle in formula 1.

PRELIMINARY information on last Sunday's Targa Florio indicates that it was won by Taruffi in a 3.3-litre Lancia (one of the Mille Miglia cars) after a terrific struggle with Musso's 2-litre Maserati. The weather was beautiful, and from the first it was obvious that the issue lay between the two big Lancias (Taruffi and Castellotti), Musso's Maserati, Cabiaccia's 1½-litre Osca and Biondetti's 3-litre Ferrari. Early on in the race the order was Musso—Cabiaccia—Castellotti—Taruffi, with record speeds set up; but after half distance the Osca broke its crown wheel and Castellotti ran off the road. Gradually Taruffi caught the Maserati, finally to pass Musso (in effect, for the cars leave at intervals as in the Mille Miglia) and finish in record time 7½ minutes ahead. There were 40 starters, predominantly Italian; the only British car was a Jaguar privately entered by an Italian-American, but it did not figure in the results.

PROVISIONAL RESULT (race distance 358 miles)
1. Lancia 3.300 (P. Taruffi), 6h 24m 18s, 55.9 m.p.h.; 2. Maserati 1.966 (L. Musso), 6h 31m 51s; 3. Lancia 2.451 (P. Biondetti), 6h 55m 11s; 4. Maserati

1.988 (Bellucci), 7h 11m 20s; 5. Ferrari 2.970 (Biondetti), 7h 12m 4s; 6. Ferrari 2.562 (Minzoni), 7h 29m 27s; 7. Lancia 2.451 (Arezzo), 7h 32m 23s; 8. Lancia 2.000 (Starrabosa), 7h 36m 33s; 9. Lancia 2.000 (Scamini), 7h 37m 2s; 10. Fiat 1.100 (Di Salvo), 7h 46m 20s; 11. Lancia 2.000 (Pottino), 7h 48m 53s; 12. Osca 1.092 (Sacconi), 7h 48m 54s; 13. Lancia 2.000 (Perrilli), 7h 51m 50s; 14. Ermini 1.100 (Biazziotti), 7h 52m 21s; 15. Giannini 750 (Zappala), 7h 58m 39s.

BEYOND the shadow of a doubt the 1954 Alpine, or *Criterium des Alpes*, is going to be some rally! Owing to the heavy holiday traffic in France after *le quatorze juillet* the French authorities have insisted that the Alpine must finish before that date. Accordingly it has been compressed into four stages, the first from Marseilles to St. Moritz (670 miles), the second from St. Moritz to Cortina (485 miles), the third round the Cortina circuit (only 189 miles), and the fourth from Cortina to Cannes (884 miles). Moreover, there are no rest days.

The start is at 8 p.m. on Thursday, July 8, and St. Moritz should be reached in the afternoon of Friday the 9th. A fairly early start is probable on Saturday the 10th, and Cortina should be reached in the late afternoon. Presumably the run round the Cortina circuit will take place on the Sunday morning as usual, when the road is closed for the Coppa Dolomiti race in the afternoon, so that the Alpine competitors may then expect a few hours of leisure.

It seems probable that the start of the final stage from Cortina will be during the morning of Monday, July 12, for there is an arrival test at Cannes on Tuesday the 13th, and it is obviously desirable that this should be run off before nightfall.

But the long stages are not the only difficulty to be encountered! This is the Alpine, so naturally many of the famous passes are included, amongst them the infamous Gavia. Indeed, this pass has to be taken twice, from north to south on the first day, and in the reverse direction on the final stage. On each occasion there is a time control at the start and at the finish, just to make it more difficult. The Stelvio is included twice also, up from Bormio and down to Sondogno early in the second stage and in the reverse direction just before the Gavia on the final stage. Other well-known cols included are the Allos, Vars, d'Izoard and Montgenèvre

on the first day; the Resia, Fern, Aschen, and Gerloss on the second; the Falzarego, Pordoi and Rolle on the third; and the Falzarego, Little St. Bernard, Iseran, Glandon, Izoard, Vars, Cayolle, Valberg, Bleyne and La Suie on the last day.

While the classes are the same as last year's, cars are divided into two categories, touring and sports. The touring category is divided into three groups known as *normales*, *grand tourisme* and *tourisme de serie speciale*. The sports category is likewise sub-divided into series and special cars. Otherwise the regulations are very similar to previous years' and only cars built since January 1, 1947, are eligible. Entries at the normal fee of 30,000 francs close on June 15, and late entries can be received up to June 25 at 35,000 francs. Entries must, of course, be sanctioned by the R.A.C.

THE meeting convened by the Ulster A.C. to find out if its members would be willing to indemnify the club against any losses incurred in running the Tourist Trophy race at Dundrod in September, was not too well attended, only 90 of the 800 members turning up. Nevertheless, there was an overwhelming feeling of enthusiasm for the holding of the race; the recent suggestions that its site might be transferred to Oulton Park or Aintree spurred members on, for they feared that once it left Ireland it might never return. Guarantees approaching two thousand pounds were forthcoming, but these, in themselves, would not ensure that there would be no loss. However, the Northern Ireland Government has offered to guarantee 10s for every pound subscribed. The final decision as to where the race will take place rests with the R.A.C., and the result of the next committee meeting on June 9 is anxiously awaited.

AS a result of protests which were still under consideration when *The Autocar* closed for press last week, the result of the Wiesbaden Rally in Germany has now been slightly modified. The D.K.W. driven by Meier and Schellhaas, which was originally placed second behind its team-mate (Menz and Schluter), has now dropped to fourth place behind the two B.M.W.s of Kraus and Schwind and Wencher and Behringer. This does not affect the D.K.W. victory in the struggle for the team prize. The Ladies' Award went to a Ford Taunus driven by Ruth Kautmann and Renata Gallo.

THE parish council of the Worcester-shire town of Martley has decided to protest to the Midland A.C. against the holding of the two main Shelsley Walsh hill-climbs this year on Sundays (June 20 and August 29). In a statement issued to the press the council acknowledged all that the club had done for the district, and realized the right of people to enjoy their own particular pastime when best they could. The club hopes, by holding the meetings on Sundays, to attract larger crowds of spectators; the council is apparently afraid that the noise and traffic will spoil the peace and quiet of the countryside on Sundays.

COMING SHORTLY

- JUNE 4-5.**—M.C.C. Whitsun Rally, starting from London and Tewkesbury, 8.10 p.m., and Edinburgh, 8.30 p.m.
5.—West Essex C.C. Race meeting, Snetterton, near Thetford, Norfolk, 1.30 p.m.
5.—Midlands M.E.C. Race meeting, Silverstone, Northamptonshire.
5.—Veteran C.C. (Midland Section). Worcester and Malvern Rally and Run, Pitchcroft, Worcester, 11 a.m.
5.—Rhyl and District M.C. Driving tests, Main Parade Ground, Kinmel Park Camp, near Rhyl, Flintshire, 6.30 p.m.
5-8.—Adriatic Rally, Yugoslavia.
6.—Rome G.P., Italy.
6.—Frontières G.P., Belgium.
6.—Hyeres 12-hour race, France.
6.—South Wales A.C. Hill-climb, Castell Farm Hill, near Bridgend, Glamorgan, 4.30 p.m.
6.—Kentish Border C.C. Broadstairs Rally, Catford Greyhound Stadium main car park, Catford Bridge, London, S.E.6, 8.30 a.m.
7.—B.A.R.C. Race meeting, Goodwood, near Chichester, Sussex, 1.30 p.m.
7.—Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.
7.—Cornwall M.R.C. Race meeting, Davidstow, near Launceston, Cornwall, 11 a.m.

- 7.—Falcon M.C. Speed trial, Tempsford, near Biggleswade, Bedfordshire.
7.—Louth and District M.C.C. Race meeting, Cadwell Park, near Louth, Lincolnshire, 12 noon.
7-11.—R.S.A.C. Scottish Rally, R.S.A.C. Clubhouse, Blythwood Square, Glasgow, 9 a.m.
11-13.—Venice Lido Rally, Italy.
11-13.—Austrian Alpine Rally.
12.—Mid-Cheshire M.C. Race meeting, Oulton Park, near Tarporley, Cheshire, 1 p.m.
12.—Seven-Fifty M.C. and M.G. C.C. Race meeting, Silverstone, Northamptonshire, 12.30 p.m.
12-13.—Le Mans 24-hour race, France.
12-13.—North London M.C. Night navigation run, Odeon Garage, Barnet Hill, Hertfordshire, 10 p.m.
13.—Wolverhampton and South Staffs C.C. Midsummer Rally, Worfruna Garage, Wolfhead, near Bridgnorth, Shropshire, 9 a.m.
13.—Bugatti O.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 2 p.m.
13.—Public Schools' M.C. and Incorporated Auctioneers' C.C. Navigation run, starting from Myllett Arms, Western Avenue, Perivale, Middlesex, and Airport Hotel, Purley Way, Croydon, Surrey, 1.30 p.m.

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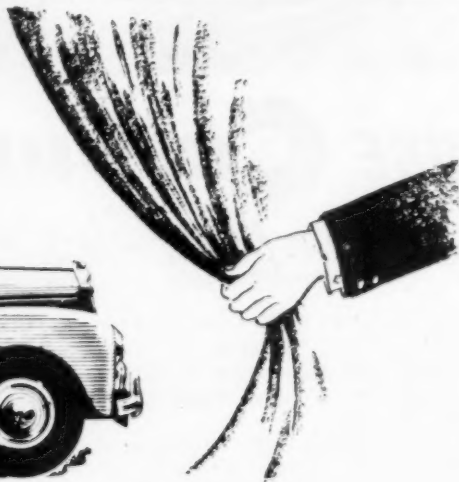
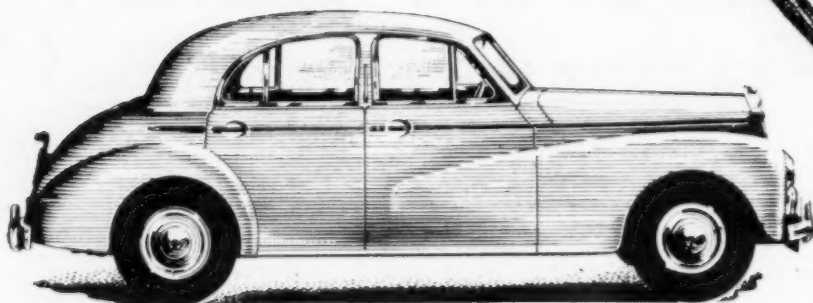


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A rear view of the start of the final of last Saturday's Aintree International 200 race. The crowded and extensive grandstands will be noticed. Moss (Maserati), the eventual winner, can be seen on the left of the central row.

CLUB NEWS

Sunbeam-Talbot O.C.—The first event to be held by the newly formed North Western Branch was a picture hunt, held on Sunday, May 16. Results are as follows: 1, O. G. Stirling. 2, R. A. Dando. 3, H. Hankinson. All were in Sunbeam-Talbots.

Welsh Motor Racing Club.—The national race meeting, sponsored by the *Daily Telegraph*, will be held at the Fairwood circuit, near Swansea, on July 24. Regulations and entry forms are available from A. T. Watkins, 28, Walter Road, Swansea. The chief event of the day will be for the 500 c.c. Championship of Wales and the *Daily Telegraph* Trophy.

East Anglian M.C.—Regulations are available for the Regional Driving Test championship to be held at Wymondley aerodrome, near Bures, on Sunday, June 20. Each competitor will have two runs in each of the five driving tests. A system of marking will be employed which will equalize the chances of widely differing types of car to qualify for a premier award, and to put an emphasis on driving ability rather than car performance. Entry forms and copies of the regulations are obtainable from C. U. M. Walther, Chalkney Mill, Earls Colne, Essex. Entries close on Monday, June 14, by the first post.

Chester M.C.—Regulations for the Queensferry Sprint Trial, to be held on June 26, are now available. The closing date for entries is June 15. The course, a one-mile straight of tarred road, 18ft wide, is at Summers Drive, Queensferry, Flintshire, seven miles from Chester.

Leicestershire C.C.—A closed Night Rally will be held on Saturday and Sunday, June 19 and 20. Closing date for entries is June 14, and full particulars and entry forms are available from O. F. Williams, 73, Ashleigh Road, Leicester. The start will be from 60, London Road, Leicester, at 11 p.m. on June 19. The course will cover approximately 220 miles.

Mid-Surrey A.C.—A well-attended meeting, including speed trials and driving tests, was held at Brands Hatch on May 16. The four driving tests occupied the forenoon, and the sprint event the afternoon. The meeting started at 10.30 a.m. and during the space of seven and a half hours nearly 400 timed runs were made.

Results. Driving Tests. Open Cars. Test No. 1: Jaguar XK120 (J. Young). **Test No. 2:** Jaguar XK120 (J. Young). **Test No. 3:** M.G. (R. Bubeat). **Test No. 4:** Dellow (T. S. Willett). **Closed Cars. Test No. 1:** Sunbeam-Talbot (K. Monk). **Test No. 2:** Ford (W. Freedy) and Sunbeam-Talbot (K. Monk). **Test No. 3:** Vauxhall (A. Ford). **Test No. 4:** Ford (R. G. Hanson). **Captain's Cup for Best Aggregate:** Jaguar XK120 (J. Young), 75 points. **Ladies Award:** M.G. (Miss

J. Bubeat). **Speed Trial. Production Cars. Open. Up to 1,100 c.c.:** Singer (J. Richmond). **Up to 1,500 c.c.:** M.G. (J. Elman). **Up to 2,000 c.c.:** Silverstone Healey (K. W. Monk). **Production Cars. Closed. Up to 2,000 c.c.:** M.G. (R. Bennett). **Unlimited:** Bentley (E. B. Bushfield). **Non-standard Cars. Up to 1,100 c.c.:** Austin (W. Wilkes). **Up to 1,500 c.c.:** M.G. (R. Bubeat). **Unlimited:** Jaguar XK120 (J. Young). **Fastest time:** Jaguar XK120 (J. Young). **Ladies Award:** M.G. (Miss J. Bubeat).

Surrey Sporting M.C.—The second sporting sortie, a navigational outing of about 140 miles, was held on May 9 and included seven driving tests. Results are as follows:—

1, Citroën (D. M. Laver, Citroën C.C.). 194.8 marks lost. 2, M.G. (T. R. Warren, S.S.M.C.). 194.9 marks lost. 3, Morris (R. M. Powell, S.S.M.C.). 196.6 marks lost. **Closed Cars:** up to 1,500 c.c.: Ford (E. G. Smith). **Over 1,500 c.c.:** Ford (D. Penn). **Open Cars:** up to 1,500 c.c.: M.G. (T. R. Warren).

Per Ardua M.C.—A series of driving tests was held on the Slough Trading Estate on May 23. In spite of gloomy weather, a small entry enjoyed an interesting day; many of the competitors, who were competing in this type of event for the first time, made some interesting discoveries about the length, width and handling of their cars. Results are as follows:—

Best Performance and Winner of Open Class: Triumph T.R.2 (Bodn-Ldr. D. Giles). **Winner of Closed Class:** Austin A-30 (Pit-Lt. L. W. Pascoe-Watson).

Brighton and Hove M.C.—Classes for vintage, veteran, sports and racing cars, in addition to price-based classes for all open and closed cars, will be included in the Brighton *Concours d'Elegance* on Sunday, June 13. There will also be an additional class for cars of American manufacture. The judge for the Mermaid and Brighton trophies will be John Gregson, star of the film "Genevieve." Entries at the normal fee close on Monday, June 7, but late entries will be accepted up to noon, June 13, at an increased fee. The event is open to all members of the motoring public. Particulars and entry forms may be obtained from The Organizing Committee, 296-298, Madeira Drive Arches, Brighton, 7.

Harrow C.C.—Results of the fifth Invitation Rally, held during the night of May 15-16, are as follows:

Paul Fowler Trophy (for best performance by a Harrow member): Sunbeam-Talbot (J. Trigg). **Triplex Trophy (best performance by an invited entry):** M.G. (E. Graham-Brown, M.G.C.C.). **Class 1-2:** 1, Riley (S. Deyong, A.C.O.C.); 2, Austin (F. Freeman, T.E.A.C.). **Class 3:** 1, M.G. (M. Britton, T.E.A.C.); 2, M.G. (S. Moore, T.E.A.C.). **Class 4:** 1, A.C. (E. Palmer, A.C.O.C.); 2, A.C. (D. J. Humphreys, A.C.O.C.). **Class 5:** 1, Jaguar XK120 (E. Haddon, H.C.C.); 2, Healey (D. L. Rees, H.C.C.). **Class 6:** 1, Austin (V. Lovatt, H.C.C.); 2, Jaguar (L. Norman, H.C.C.). **Winners' Awards:** **Winning Car in Paul Fowler Trophy:** Mrs. J. Trigg. **Winning Car in Triplex Trophy:** J. Clarke. **Team Award:** Harrow C.C. (J. Trigg, E. Haddon, D. Lewis-Rees).

Southsea M.C.—The timed trials and driving demonstrations, to have been held at Thorney Island but cancelled because of bad weather, will be held on June 27, starting at 2 p.m., again at Thorney Island. Regulations may be obtained from H. R. Winnicott, Deerleaf, Rowlands Castle, Hampshire.

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CLUB NEWS . . . continued

London M.C.—The 50th anniversary of the club will be celebrated by finishing the London Rally (September 4 and 5) in the heart of the City of London—the first time that a national event has ever done so. There will be three starting points, London, Leeds and Birmingham. There will be an American Challenge Trophy, presented by A. G. Imhof, for the best performance by an American entrant, and there will be entirely separate classes for experts and novices. The route will cover approximately 700 miles and will include rest periods. Regulations will shortly be available from Mrs. N. Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

North London M.C.—A night navigation run will be held on Saturday and Sunday, June 12 and 13. The start will be at the Odeon Garage, at Barnet Hill, the first car leaving at 10 p.m. There will be a com-

pulsory meal stop after 60 miles and the total distance will be about 100 miles. Entries close first post on June 9 and the event is open to any motorist who would care to take part. Information may be obtained from G. J. Maple, 62, Longmore Avenue, New Barnet, Hertfordshire.

Half-Litre C.C.—Regulations and entry forms are available for the race meeting to be held at Brands Hatch on Sunday, July 4. Racing starts at 2 p.m. Entries must be received by K. A. Gregory, 20, William IV Street, Strand, London, W.C.2, not later than Wednesday, June 16, first post.

B.A.R.C.—Regulations are available for the eighth Eastbourne Rally to be held on Saturday and Sunday, June 26 and 27. The rally and driving tests will be held on Saturday, culminating in the pleasant ball and midnight *concours d'élégance*; on Sunday there will be a *concours de confort*.

IN BRIEF

Mr. R. S. Pearson has resigned his directorship of Davis and Hill, Ltd., 101, Bromley Common, Bromley, Kent.

Extensive new showrooms have been opened at the Mill Hill Garage, Edenbridge, Kent. The firm are specialists in Austin and Renault cars.

Trading profit for 1953 of W. T. Henley's Telegraph Works Co., Ltd., was £1,228,891 (£1,364,135 previously), which yielded a net profit of £703,990 (£594,554 previously).

Wilmot Breeden, Ltd. have transferred their advertising, publicity and exhibition design departments to 13-14, Oxford Street, Birmingham, 5. (Telephone Midland 5346.)

Mr. R. Ribchester has joined Kirby's, Ltd. as general manager of their Blackpool depot. For the past nine years he has been general and sales manager of Barton Motors (Preston), Ltd.

An interim dividend of 15 per cent for the twelve months ending July 31, 1954, has been declared by Coventry Radiator and Presswork Holdings, Ltd. This compares with 12½ per cent previously.

A new depot will be opened on June 14 by the Avon India Rubber Co., Ltd. at the premises of C. N. Hosken and Co., Gladstone Street, Docks, Cardiff. The sub-depot at Bridgend, Glamorgan, will be closed down on June 11. In the London area, Mr. W. S. Morley has been appointed district manager. His territory will be north of the Thames.

A road safety club has been formed by Batchelors Peas, Ltd., Wadsley Bridge, Sheffield, 6. There are about 200 drivers in the firm who became members at an inaugural luncheon on June 1 which was attended by the chief constable of Sheffield. A trophy will be awarded annually to the sales division with the safest driving record for the year.

Mr. A. G. Cheesman (late of Brooklands of Bond Street, Ltd.) has now become sales manager of H. L. Arnes Motors, Ltd., 28, Albemarle Street, Picca-

dilly, London, W.1, who are Armstrong Siddeley and Austin agents.

A final dividend of 12½ per cent, less tax, is recommended by Rolls-Royce, Ltd. on the £4,000,000 issued capital of the holding company. It will be payable on July 14 for 1953. An interim dividend of 5 per cent was paid in December, 1953. Consolidated profit and trading during 1953 was £3,099,869 (£1,925,295 in 1952).

A booklet called *How to use Hack Saw Blades* has been produced by James Neill and Co. (Sheffield), Ltd., Napier Street, Sheffield, 11. It is useful for those who have to saw different metals and it describes which blades should be used in various circumstances. Copies may be obtained without charge from the company.

Mr. Godfrey Davis recently lifted the first spadeful of earth for the foundation of a new headquarters for Godfrey Davis, Ltd. The new site, which is for car-hire purposes, is opposite the Continental entrance to Victoria Station, in London, and the building is expected to be completed next year. It will have a floor area of 53,000 square feet.

Trading receipts for 1953 of the Esso Petroleum Co., Ltd. show an increase of nearly eight million to a new record figure of £186,779,000. Purchases of crude oil and products amounted to £55,134,000 and transport to the United Kingdom cost £29,768,000; £65,969,000 in Customs duties was delivered to the Government. The remaining income was £35,908,000 of which taxation amounted to £3,754,000. Net profit for the year amounted to £4,015,000 compared with £3,076,000 previously.

Information Sought

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"I.L."—1937 Wolseley Fourteen.
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"C.R.D."—1950 Sunbeam-Talbot 80 workshop manual.
"W.L.R."—1947 Austin Eight.
"L.H.C."—1933 Standard Nine.

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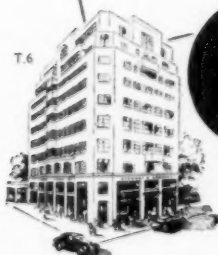
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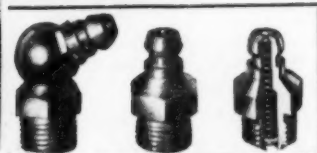
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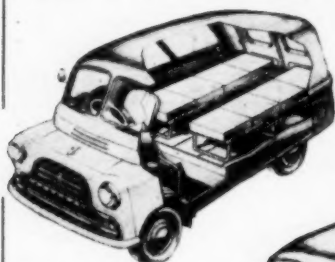
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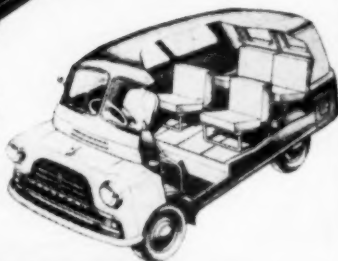
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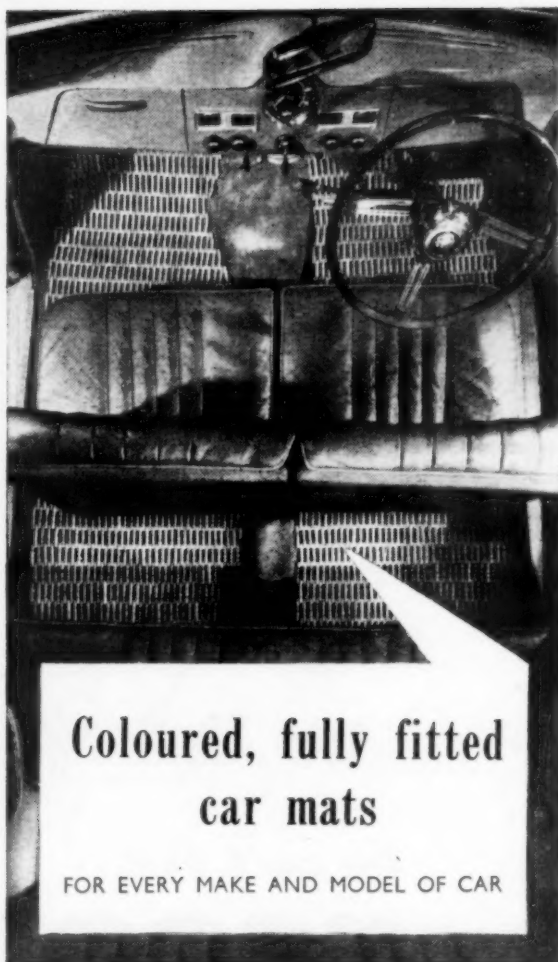
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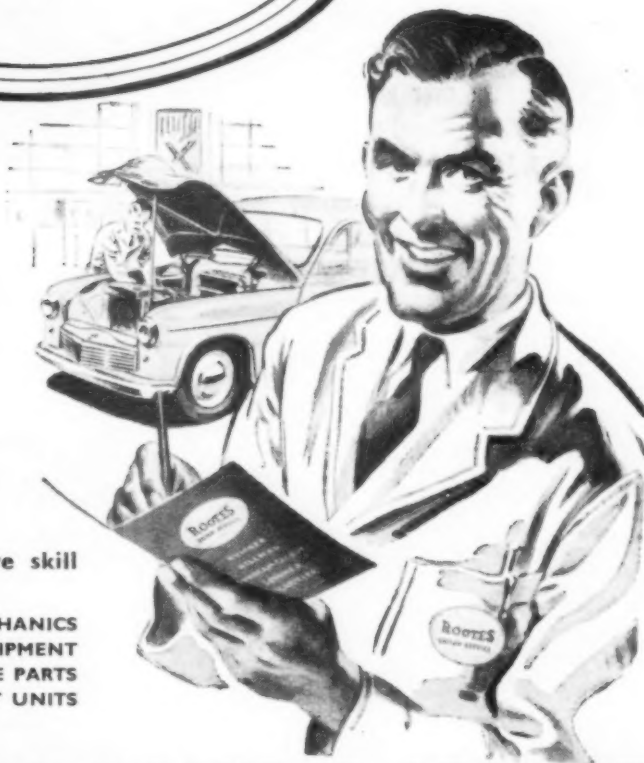
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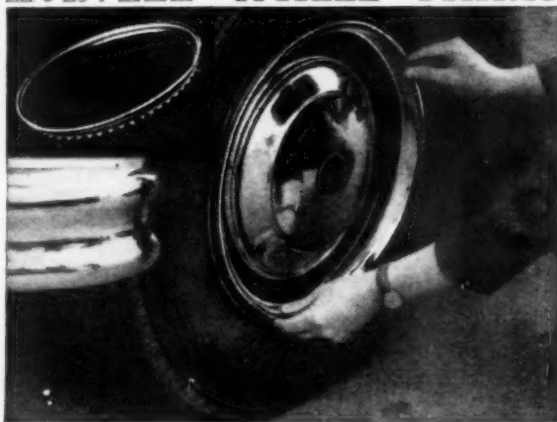
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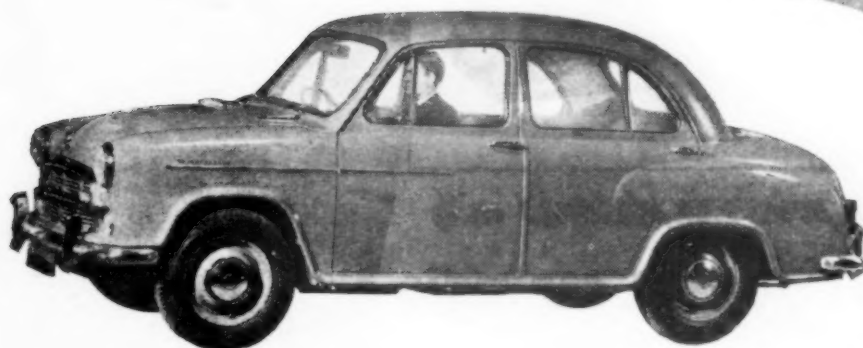
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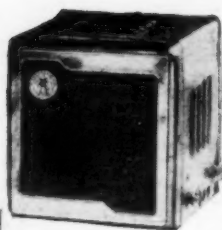
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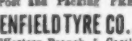
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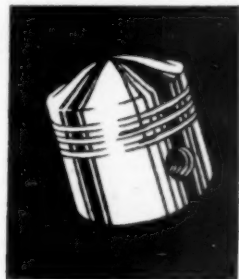
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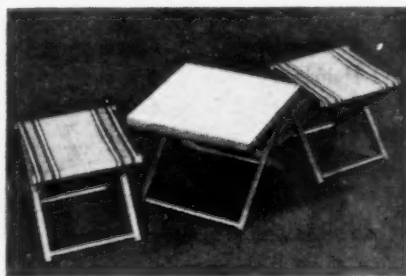
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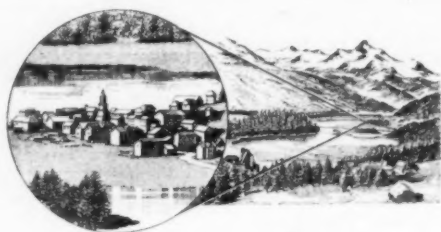
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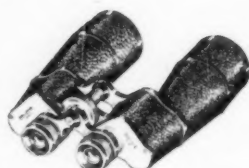
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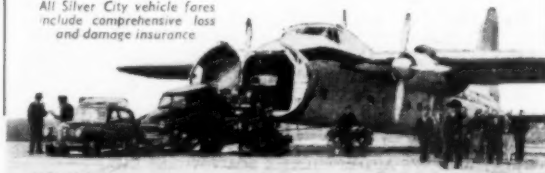


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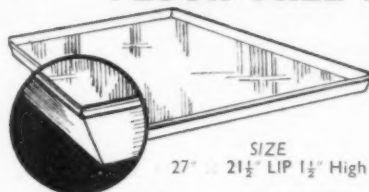
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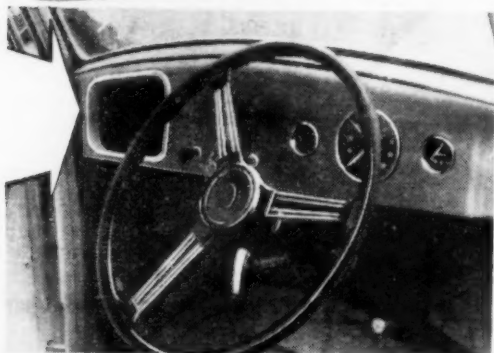
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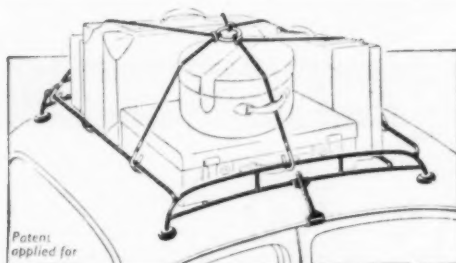
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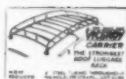
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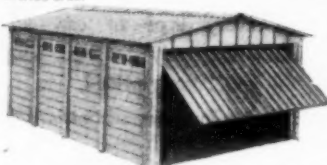


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HILLMAN Minx saloon, 1939, gen. 1 owner car	£245
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HUDSON 16.9 touring sln., 1940, modern car	£245
HUDSON 16.9 sln., 1937 8, leather upholstery	£175
HUDSON Super 6 Terraplane sln., 1936, fast	£95
HUMBER Super Snipe, 1939, similar eng. to 46	£195
HUMBER Snipe sln., 1939, privately owned	£195
HUMBER Snipe, 1936, runs well, given away	£65
JOWETT Javelin saloon, 1952, with ltr., 1 own.	£595
JOWETT 8 h.p. 4-dr. sln., 1936/7, cheap to run	£85
LANCHESTER Roadrider 14 sln., 1939, gd. value	£245
LANCHESTER Roadrider 14 sln., 1937, bills etc.	£145
LANCHESTER 10 4-dr. sln., 1935, de Luxe	£375
LANCIA Aprilia pillarless sln., 1938, o'hauled	£185
LAGONDA Rapier special spts. cpe., very smart	£225
LAGONDA V.12 short chassis spts. sln., 1938	£595
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M.G. Midget TC series, 1946, nice little car	£245
M.G. Midget TC series, 1949, a little beauty	£345
M.G. Midget TD series, Aug. 1951, 17,000 mls.	£425
M.G. 1 1/2 spts. sln., 1971, maintained by makers	£595
M.G. 1 1/2-litre spts. sln., late 1947, duo-grn.	£495
M.G. Series VA, 1 1/2-litre 1938/9, rebored	£245
M.G. 2-litre spts. sln., 1938, 90 m.p.h.	£195
MORRIS Minor, 1950, beige, overhauled	£185
MORRIS 8, Series E sal., 1939, 2-dr. de Luxe	£245
MORRIS 8, Series II sln., 1938, recond. engine	£185
MORRIS 8, Series II, 2-str. rdstr., 1938, fast	£165
MORRIS 8 4-str. Tr., 1937, new hood & tyres	£165
MORRIS 8, Series I, 4-dr. sln., 1935, red & bl.	£115
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- 1948 **VAUXHALL** 12, 4 door de Luxe Saloon, black brown, Outstanding vehicle in every respect. £395
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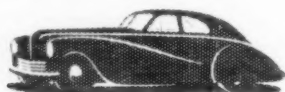


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1949 DAIMLER 2½ Saloon	Grey	£745
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1953 FORD Prefect Saloon	Channel Green	£575
1951 FORD Consul Saloon, rad., htr.	Beige	£625
1949 HEALEY Silverstone open 2-str.	Red	£595
1953 HILLMAN Minx Mk.VI Saloon	Blue	£725
1951 HILLMAN Minx Coupe	Blue	£575
1953 HUMBER Hawk Saloon, htr.	Green	£825
1952 HUMBER Super Snipe Saloon, rad., htr.	Black	£795
1950 JAGUAR 2½ Mk.V S. Saloon, rad.	Black	£775
1954 JAGUAR Mk.VII S/Saloon	Black	£1,445
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1953 TRIUMPH Mayflower Saloon	Black	£645
1953 VAUXHALL Velox Saloon, htr.	Black	£795
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1951 A.C. 2-litre sportsman's saloon, finished in the original and unblemished black, with fawn leather interior with carpets to match, fitted heater, twin chrome demisters, windscreen washers, all excellent tyres, taxed for the year; this is a genuine one-owner car that has obviously been maintained regardless of cost, a most immaculate specimen. £450.
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£485—1949 2-litre sports saloon, one owner from new, H.M.V. 2-wave radio, chrome Arc Rimbellishers, new tyres, gunmetal with pliskin upholstery, taxed.
BRIAN FINGLAND, Bugatti Sales & Service, 2, Pembroke Mews, W.11. Bayswater: 5951. After 6, Tube Hill 4755. (C2009)

REQUIRED, good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)
ROWLAND SMITH'S the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)
LOW mileage A.C. or Alvis wanted, full details and lowest cash price please.—I.P.C., 66, Laxton St., Leicester. 5915
PRIVATE buyer requires faultless 1950/2 A.C. saloon; available A.A. inspection; positively no dealers.—2978
XXX H. P. Edwards offer immediate cash for good A.C. cars.—Details, please, to 2830, 30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

ALFA-ROMEO
ALFA-ROMEO 1750 model drop head foursome, engine rebuilt cost £295, chassis overhauled, body renovated, resprayed, photos available, excellent specimen, £225.—Giles, Catton Grange, Norwich 23890. 53421
J. H. BARTLETT, Alfa-Romeo 1750cc supercharged 100mph, attractive drop head 4-seater, recently re-conditioned by well-known engineer, finished in Alfa red, exceptional condition; £295.—27A, Pembridge Villas, W.11. (C1015)

Alfa-Romeo Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)
Alfa Romeo Spares and Services
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848/9. (0214 R)

ALLARD
K2
1951 Allard 2-seater roadster, mechanically first-class, genuine mileage, coil i.f.s. finished perfect Spring Dawn pale blue cellulose; contrasting navy interior, new matching hood; individualities—screenwashers, wipers, revolution counter, Allard heads, special carburetors; £560; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Tel. Larkwood 7206/2931. (C1086)

B. J. HUNTER, Ltd., offer:—
1951 Allard K2 sports 2-seater, most attractive car, remarkable condition; £595.
1949 Allard 30hp saloon, fast and attractive car, bargain; £375.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)
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1951 K.2 4.5-litre Mercury, countless extras, one owner, specimen condition; £625. (C1046)
1950 P.1 saloon, one owner, heater; £455.
1948 K.1 2-seater, the smartest and best we know; £365.
35 Kinnerton St., London, S.W.1. Sloane 5422. (C3045)

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)
1950 Allard 91P de luxe saloon, black/blue hide, new special type engine, excellent condition; £450 or exchange.—34, Bentinck Ave., Blackpool, St. 41930. (3005)

ALLARD D.H.C. 1949, nice condition heater, demister, brand new hood with large window, modest mileage, 3.5 axle; 285gns.—Barlow, Tangierwood, Little Baddow, Chelmsford. Danbury 394. (2863)

SALES & WANTS

Turn to page 86 for
Advertisement Form

INDEX

	PAGE
Ambulances	77
Auctions, Tenders, Appointments, etc.	86
Axleshafts	82
Batteries, Chargers, etc.	82
Books, etc.	86
Brakes, Cables, etc.	82
Business and Property	85
Business Opportunity	85
Camshafts	82
Caravan Section	77
Carburetors, Economisers	82
Car Carpets	82
Car Covers	82
Car Radio	81
Cars for Hire	81
Chromium Plating	82
Clothing, etc.	82
Coachbuilding and Bodies	77
Commercial Vehicles	82
Contact Lenses	81
Cylinder Blocks	82
Cylinder Grinding, etc.	82
Dinamors	82
Electrical Equipment	82
Engines and Accessories	82
Exchange	81
Garage Equipment	82
Garage Facilities	82
Gear and Steering Boxes	82
Heaters	82
Hoods, Screens, Cellulose, etc.	85
Hotels, Guest Houses, Accommodation	85
Independent Suspensions	85
Insurance	85
Lamps, etc.	81
Loose Covers	85
Lubricators	85
Magnetos	85
Motor Cycles for Sale	77
Motor Hearses	77
New Cars	78
Packing and Shipping	81
Parts and Accessories	83
Patents, Experimental Work	81
Petrol Pumps	84
Pistons	84
Radiators, Muffs, etc.	84
Repairs, Welding, etc.	84
Roof and Rear Luggage Racks	84
Safety Glass	84
Seats and Windows	84
Second-hand Cars for Sale, Wanted and Spares and Service	53-77
Shock Absorbers	84
Silencers	84
Situations Vacant	85
Situations Wanted	85
Speedometers	84
Springs	84
Superchargers	84
Traction	77
Tires and Tubes	84
Wheels, Discs, etc.	84
Windscreens, Wipers, etc.	84

MOTORISTS!

ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 85

£369—Allard 71K 2-seater sports, good condition.—40, Broadwater Ave., Letchworth, Herts. 5423

395gns.—Allard, 1949 foursome drop head coupe, steering column gear change, radio, excellent condition, terms, exchanges.—Rowland Smith, below.

325gns.—Allard, November 1949 sports 2-seater, sunmetal, very good condition; choice of 5 Allards, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1951 Reg. Nov., 1950, Allard 91P saloon, dark maroon, mechanically 100%, appearance to suit the most fastidious, dark maroon, I.F. suspension, radio and heater, wing mirrors, twin flamethrower spot lamps, car and equipment cost £1,725; sacrifice, £450.—131, Parsonsage Rd., Manchester, 20. Ardwick 1454. 15453

ALLARD foursome drop head coupe, Mercury engine, heater, several extras, excellent condition, sunmetal with grey leather, column change, October, 48, £375; also Allard 4-seater sports tourer, recent new engine and gear box, red with grey leather, exceptional condition, July, '48 £375; terms and exchanges.—Johnson & Brown, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 6479 and 2322. (C2073)

ALLARD Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)

B. J. HUNTER, Ltd., offer:—
FOR immediate purchase of your Allard

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. (W2040)
RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5422. (W3045)

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Salting 8841. (W3041)

ALVIS
BROOKLANDS, Alvis London Distributors.

1952 Alvis 3-litre sports 2-seater.

1952 Alvis 3-litre saloon, small mileage.

1952 Alvis 5-litre drop head coupe by Abbott.

ABOVE 3-litres guaranteed; deferred terms.

CONFIDENCE, solidity, security; open 9 until 7

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

GUY SALMON AUTOMOBILES, offer:—

1952 Alvis 3-litre saloon, 21,000 miles, immaculate condition, £1,185.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

HENDON CENTRAL GARAGE, Ltd. offer:—

1948 Alvis 14 saloon, reasonable mileage, in perfect order throughout, fitted radio and heater, taxed year; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 9884-9. (C2054)

COACHCRAFT—See under Utility Cars for Sale. (C1065)

1952 Alvis 3-litre saloon, black, radio; £1,095.

1952 Alvis 3-litre saloon, maroon, radio; £1,095.

1951 Alvis 3-litre saloon, one owner; £895.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Bus 6611. (C2023)

1949 Alvis foursome coupe, one owner, works re-conditioned engine; £595.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (1546)

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars". (C3041 R)

1951 Alvis 5-litre, black with maroon upholstery, Luton 2100-1. 2965.—Dunham & Haines, 46, Castle St. (C1079)

1932 12-50 Alvis saloon, good condition; offers nearest £30.—Jardine, 95, Wellington Rd. 1275

1947 Alvis 14 station wagon, magnificent, guaranteed; £320; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C3036)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS Speed 25 black saloon, paintwork, interior and mechanical, side perfect. £2200 or nearest. Buchanan, Glenhorne, Stannore. [C3505]

ALVIS Speed 25, June, 1937, Charlesworth sports 4-door sliding head saloon, black, green upholstery in sound condition throughout, good tyres all round. £275. [C3506]

EASTERN AUTOMOBILES, 1163-7, London Rd. [C3513]

Leigh-on-Sea, Tel. 75921. [C3513]

495 gns.—Alvis 14, September 1949 drop head coupe, leather, heater, very good condition; choice of 4 Alvis drop heads; terms, exchanges.—Rowland Smith, below. [C3514]

425 gns.—Alvis 14, November 1947 4-door 5-seater shooting brake, natural timber, brown leather, heater, exceptional; terms, exchanges.—Rowland Smith, below. [C3515]

125 gns.—Alvis Silver Eagle, 1935 sports saloon, leather, manual gear change, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C3516]

1937 £2500, o.n.o.—Pearson, 55, Fleetwood Rd., Dollis Hill, London, N.W.10. Tel. 4506 [C3517]

ALVIS 1956-7 17hp sports saloon, reconditioned throughout including engine Feb. 1954, exceptional saloon comfort, many extras, thoroughly recommended, £245 h.p. arranged.—15, Southside, Dalmeny Ave., London, N.7. (Nor. 5434). [C3518]

ALVIS 4.5-litre Charlesworth sports saloon, body completely rebuilt in 1952 and chassis overhauled at works, mechanical very good order; open to trial and inspection, black and brown loose covers; £325.—Fred Tompkins Motors, Ltd., Ethel St., Northampton. Tel. 2932-3. [C3519]

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Alvis.—Hampstead (Tube), N.W.2. Ham. 6041. [W4018 R]

B. J. HUNTER, Ltd., offer:— [W4018 R]

FOR immediate purchase of your Alvis. [W4018 R]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6503. [W4018 R]

WANTED, sound Alvis, 4.5, speed 20-25.—See advertisement for sale. [W4018 R]

REQUIRED, good Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. [W4018 R]

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. [W4018 R]

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Moutview 4444. [W4018 R]

XXX H. F. Edwards offer immediate cash for good Alvis cars.—Details, please, to 20, 30, Upper High St., Epsom, Surrey. Tel. Epsom 9490. [W4018 R]

Alvis Spares and Service

SERVICE and spares for Alvis cars. [W4018 R]

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. Alviscar, Gold. London. [W4018 R]

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [W4018 R]

CHARLES POLLETT, Ltd., Alvis specialists. [W4018 R]

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266. [W4018 R]

SPARE PARTS. [W4018 R]

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5551. [W4018 R]

KINGSTON-ON-THAMES, Alvis agents and specialists. [W4018 R]

G. W. WILKIN, Ltd., 1, Weston Park and 24, Eden St. K.D. 2241-2. [W4018 R]

MANCHESTER—Alvis repairs and spares main agents. [W4018 R]

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2784-5. [W4018 R]

LANCASHIRE and Cheshire sales, service and spares specialists.—Barkens (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [W4018 R]

REPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers' trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [W4018 R]

AMERICAN CARS

ATTENTION!!!
LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691 3905. [C4015]

METCALFE & MUNDY, Ltd. [C4015]

1950 Lincoln Cosmopolitan saloon. [C4015]

1950 Chevrolet convertible. [C4015]

1947 Buick Roadmaster saloon. [C4015]

1947 Cadillac convertible. [C4015]

1945 Chevrolet saloon. [C4015]

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

1949 fully hydraulic, excellent condition. [C3064]

ALSO under classified headings: 1952 Chevrolet. [C3064]

A 1952 Oldsmobile—Taylor & Crawley Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C3064]

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Tel. Kensington 4658. [C4028]

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars, engines invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3598. (Ad. Leicester Sq. Tube Station.) [C4028]

ROSE & YOUNG, Ltd., offer: Oldsmobile Club sedan, R Hydramatic drive, L.H.d., fitted radio, immaculate condition: £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (one minute Streatham Hill Station) [C4028]

Tulse Hill 644 [C4028]

AMERICAN CARS

JOHNSONS, Ltd., of Nottingham, offer:—

1953 model Chrysler Windsor de luxe saloon, unage, marked condition throughout and low mileage, Kromatic gear change with right-hand steering, radio, heater, nylon seat covers, screen washers, finished black cellulose with brilliant chrome plate, really exceptional condition: £2,250. [C4037]

1951 Ford Custom de luxe saloon, finished black cellulose and fitted heater, radio, air conditioning, interior and exterior condition like new, right-hand steering and every possible comfort. £995. [C4037]

1950 model De Soto Custom de luxe saloon, Kromatic gear change with right-hand steering, finished black cellulose, interior condition unmarked, radio, heater, air conditioning, many other extras; £1,350. [C4037]

ALL our stock open to R.A.C. or A.A. inspection; confidential easy terms and exchanges. [C4037]

JOHNSONS, Ltd., The Motor Agents, Established 1916, 247-253, Sherwood St., near Forest Rd., Nottingham. Tel. Nottingham 34569-9. [C4037]

8-SEATER, 1937 L.H.D. Packard Clipper Saloon, ideal continental touring, forward occasional, lavishly equipped, capacious boot, wonderful condition. £765. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

CHRYSLER Hydramatic fluid drive 8-cyl. 1947 (registered 1951) L.H.d. New Yorker power-operated drop head 6-seater coupe, air conditioner, push-button radio, one owner, a bargain. £585.—Vandervells, 215, Haverstock Hill, Belsize Park, N.W.3. Pri. 4441. [C4037]

American Cars Wanted

ATTENTION!!!
SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691 3905. [W4018 R]

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4658. [W4018 R]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Ad. Leicester Sq. Tube Station, W.C.2. Temp. Bar 3598. [W4018 R]

TAYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [W4018 R]

POST-WAR 4-door saloon, preferably 8-cylinder, r.h.d. low mileage, really first-class condition; advertiser will be in London from the 14th-19th. Gladwell, Chiswick, Middlesex. [W4018 R]

American Cars Spares and Service

WE specialize in repairs, parts, sell your car for you! Reasonable prices.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [W4018 R]

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd. (England's largest distributors), offer:— [W4018 R]

1951 Armstrong Siddeley Lancaster saloon, black, preselector gears, immaculate condition; £745, 1 week's free trial; guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039]

RAYMOND WAY. [W4018 R]

RAYMOND WAY OF KILBURN. [W4018 R]

RAYMOND WAY, the hire-purchase specialists. [W4018 R]

1946 Armstrong Siddeley 4-door 6-light saloon, stored and unused one year, reconditioned engine fitted in May 1952, manual gear box, immaculate throughout. [W4018 R]

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from. [W4018 R]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4037]

TOM GARNER, Ltd., offer:— [W4018 R]

1951 Armstrong Siddeley Whitley (4-Light) saloon, 1951, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

GUY SALMON AUTOMOBILES, offer:— [C2020]

1950 Armstrong Siddeley Hurricane, 23,000 miles, one owner; £585.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

H. A. SAUNDERS, Ltd., Golders Green, offer:— [C4001]

1947 Armstrong Siddeley 16 Hurricane, drop head coupe, one owner, maroon red leather, highly recommended; £350. [C4001]

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

CLAND & TABOR, Ltd., Welwyn-by-Pass, Herts. [C4004]

1939 Armstrong Siddeley 17hp saloon, finished blue, blue leather, taxed for one year, good condition throughout; £234. [C1001]

DAGENHAM MOTORS, Ltd., 8, Balderton St., W.1. Hyde Park 4070, offer the following car:— [C1001]

1946 Armstrong Siddeley Lancaster, grey, recon. engine; £365. [C1066]

1954 (March) Armstrong Sapphire, 4,000 miles, £250 under cost.—Westbridge 600. [C4023]

1952 Hurricane coupe, black and brown hide, radio, heater, screen washers, spot lights, beautiful car; £750. [C4023]

LIGHT CAR CO., the Motor Showrooms, Derby 43658. [C196]

1937 Armstrong 7-seater saloon, guaranteed; £135; payments.—Oldfield, 386, Kensington High St., W.14. W. 6311. [C3029]

G & M ALPHREDS (1936), Ltd., 1947 Armstrong Sapphire, above average order 6-7, Warren St., W.1. Euston 3263. [C106]

1953 8,000 miles, indistinguishable from new; £1,525.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621. [C3040]

1946 Armstrong Hurricane coupe, new engine fitted grey with blue upholstery; £355.—Holmes Garages, Ltd., Ashby Rd., Hale, Cheshire. [C3524]

1936 mechanically excellent, new tyres and batteries, one owner only, taxed year. £145.—K.J. Motors Ltd., Bromley, Ravensbourne 3456. [C3053]

ARMSTRONG SIDDELEY

1938 Armstrong Siddeley 17hp saloon, maroon, perfect condition, taxed for year, mileage 28,000. £325.—Smith, Copse Close, Woking, Tel. Woking 539. [C427]

JACK ROSE, Ltd., offer:—1952 Armstrong Siddeley 16hp saloon in black with brown hide, low mileage, absolutely unmarked inside and out; £795.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

1941 Armstrong Siddeley 16hp de luxe saloon, black, radio, a high quality car in magnificent condition; £325.—B. & H. Motors, 1464 E. High Rd., Whetstone (Finchley), N.20. Tel. Hillside 1671. [C1020]

1939 Armstrong Siddeley 16hp saloon, finished black brown, 31,000 miles with one owner only, immaculate condition; £350.—Normans Garage, 34, North Rd., Slough, Bucks. Tel. Burnham 120. [C1020]

1950 Armstrong Siddeley Hurricane 16hp drop head four-seater coupe, black with off-white leather hood, immaculate throughout; £595, 5 months' written guarantee.—Brown's Garage, Loughborough (Essex) 6262 (Tube). [C1054]

1951 (May) Armstrong Siddeley Whitley saloon, 22,000 miles, 22,000 careful miles, unusually well maintained, £695 exchanges, deferred terms, guarantee.—Brown's Garage, Loughborough (Essex) 6262 (Tube). [C1054]

ARMSTRONG SIDDELEY limousine, 7-passenger, A 1957, 20 25hp, blue black leather and cloth interior, exceptionally clean, perfect mechanical condition, must be sold offers.—Meekers, Motors, 116, North St., Bridgwater. Tel. 2061 or 3643. [C3454]

345 gns.—Armstrong Siddeley, 1947 Hurricane four-seater drop head coupe, leather interior, one owner, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4025]

£250 only one owner since new, with guaranteed genuine mileage under 50,000; frankly this vehicle looks and runs like brand new; no one could believe it's 17 years old; its magnificent! with 100,000 more miles of life still left in it; also choice 2 other 148 from £175, also Hurricane drop head coupe in 1915 R, same condition, 3 months' guarantee; hire purchase, exchanges. [C4025]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

LIMOUSINE, 16hp 1951, partition, forward occasional, privately chauffeured, comparable mileage, black, immaculate, mechanically perfect. £895. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.2. Ham. 6041. [W4018 R]

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266. Official Armstrong Siddeley retailers and repairers. [W4018 R]

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [W4018 R]

KIRKWOOD CARS buy pre-war Armstrong Siddeley cars.—Tulse Hill 1298. [W4018 R]

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 5000, Seven Sisters Rd., Tottenham, N.15. [W4018 R]

WANTED, post-war Armstrong 16 engine, urgently. Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 556. [W4018 R]

BRIMINGHAM joint distributors; spare parts, etc. 1952.—Frank Moseley (A. S. & S.), Ltd., The Depot, Stevedore St., Birmingham, 18. Edg. 0916. [W4018 R]

PASS & JOYCE, Ltd., England's largest distributors, men of purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [W4018 R]

XXX H. F. Edwards offer immediate cash for good Armstrong Siddeley cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W4018 R]

7-SEATER 1951/52, private 18hp Limousine, also 1946 25hp reasonable mileage 1958 39 Limousines. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. [W4018 R]

Armstrong Siddeley Spares and Service

ACOT ENGINEERING, Ltd. [W4018 R]

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; guaranteed services by specialists; trade and retail. [W4018 R]

PRESELECTION gear boxes, exchanges, reconditioning 48 hrs.—Arnot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501. [W4018 R]

HENLYS, Ltd., Cheetham Hill Rd., Manchester, E. 1946 large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [W4018 R]

REPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers' trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [W4018 R]

PASS & JOYCE, Ltd., England's largest distributors, men of purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [W4018 R]

ASTON MARTIN

SLOCUMBS, Ltd. [W4018 R]

WE are proud to offer the following Aston Martin to inspection and demonstration. [W4018 R]

SPECIFICATION—1953 model registered 1952, in dark blue with beige interior, D.B.H. with extras of wing mirrors, Marchal spot lamps, badge bar, fitted heater and various other small items. [W4018 R]

HISTORY—Vanage tuned and Purulor fitted Oct. 1952, at 5,000 miles by the works, generally checked at 10,000 odd by works this month; present property of our Mr. Slocumbe. [W4018 R]

WE would welcome part exchanges, especially XK120 and our Mr. T. P. Dawe would be pleased to receive enquiries at Slocumbs, Ltd., Dudden Hill Lane, Wiltshire 4869. [W4018 R]

ASTON MARTIN Mk II 14-litre 1954 4-seater, chassis No. E4, 429, silver grey with maroon hood, tonneau and upholstery, first-class performance and 27 mpg, good tyres and batteries, spares; £275. Hire purchase and trial by appointment.—J. A. Kinners, 1, Belgrave Rd., Southport, Lancs. Tel. 75215. [W4018 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

AUTOMOBILES, Ltd., offer:—

1953 Aston Martin D.B.2, vantage engine, twin exhaust, Alfin drums, specially tuned, will exceed 120 mph, black, red leather, radio, heater, screen washers, low mileage, one owner; this undoubtedly is one of the fastest and most attractive cars of this type in the country. £2,095. (C1099)

WE also have available for the enthusiast a 4.1 axle complete, suitable for sprints and hill-climbs: £75.—Automobilia, Ltd., Piddock Garage, Dorking 404, 3501. (C1099)

H.W. MOTORS, Ltd., offer:—

1952 Aston Martin DB2 saloon, finished blue, blue leather, fitted vantage engine and H.M.V. radio, 25,000 miles guaranteed, history and service details available, £1,725.—H.W. Motors, Ltd., Walton-on-Thames 2434-5-6. (C2042)

GUY SALMON AUTOMOBILES offer:—

1953 Aston Martin DBII saloon, 6,000 miles only, dark blue/beige upholstery, chromium-plated wire wheels, faultless condition, £1,975.—Portsmouth Rd., Thames Ditton, Emblebrook 5551-2-3. (C4001)

BROOKLANDS, Aston Martin Sole Distributors.

1954 D.B.2/4 models available for show and demonstration.

1953 Aston Martin D.B.2 saloon, Vantage engine, A-11n drums, twin exhaust; £1,850.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

ASTON MARTIN D.B.2-4, moonbeam grey, first registered March 1954, mileage under 3,000. (C2042)

P. MAIDENS, Stamford, Lincs. Tel. 135.

1953 Aston Martin D.B.2 sal., blue/beige leather, 6,700 miles, £1,975.—May, 3051. (C3050)

PERFORMANCE CARS offer from over 150 guaranteed cars large selection of pre-war Aston Martins.

ASTON MARTIN 2-litre short chassis 4-seater, 1939, £3,750; Aston Martin 2-litre saloon, 1939, £3,750.

ASTON MARTIN 1½ Le Mans short chassis, 1935, £2,675; Aston Martin 1½ Mark II tourer, 1935, £2,675.

ASTON MARTIN 2-litre Speed model, ex-Horsfall, £2,995; Aston Martin 1½ International tourer, 1932, £1,695.

IMMEDIATE hire purchase, insurance and part exchange; many others in stock.—See under "Sports Cars".

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex Ealing 8941. (C4018)

1953 Aston Martin DB2, 9,000 odd miles, beautiful condition; £1,995.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1, Soane 5213. (C4039)

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. (C1078/R)

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars.

PRODUCED up to 1940, specialised servicing facilities. 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. (C1039/R)

AUSTIN SEVEN

AUSTIN 7 Special, taxed, rebuilt 1950, 2-str., hood; £100.—Tel. Pal. 4215. (3532)

AUSTIN 7, 1934, good mechanical condition; £60. A owner gone abroad.—68, Berkeley Ave., Reigate, Tel. 2536. (3051)

165 gns.—Austin 7, 1937 Nippy sports 2-seater, new list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4018)

Austin Seven Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A30 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 7 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A30

BENTALLS, Ltd.

1953 (December) A30 2-door saloon, heater, 1,000 miles; £520.—Kingston-on-Thames, Kingston 1001. (C1093)

CAR MART, Ltd.,

LONDON Distributors.

1954 Austin A30 2-door saloon; £540.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

PHILIP RICKARDS, Ltd., offer:—

1954 Austin A30 saloon, black, 4-door, 100 miles only; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 472-5. (C2051)

100 miles.—Week-old Austin A30 saloon.—Weybridge 600. (C4023)

1954 model Austin A30 4-door saloon, heater, spot lamp, indistinguishable new; £550.—Autowork, Ltd., Winchester, Tel. Winchester 4834. (C1010)

Austin A30 Cars Wanted

1953 required; cash; collection anywhere.—Tel. Derby 4570. (2250)

RICHARDS & CARR buy Austin A30—35, Kinnerton St., London, S.W.1. Soane 5424. (W3045)

Austin A30 Cars Wanted

C. M. THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. (10925/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 8 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN EIGHT

1947 Austin 8 saloon, black, sliding head, reconditioned engine, good condition; £325.—Maskell, 39, Wellesley Rd., St. Yarmouth, Tel. 2015. (3295)

£329—Austin 8 4-door sun saloon, immaculate, mechanical, excellent.—Broadway Autos, 50-52, Cricklewood Broadway, N.W.2. Gladstone 5501 and 7632. (3526)

JACK ROSE, Ltd., offer:—1947 Austin 8 4-door saloon, one owner, very clean inside and out, 22,000 miles since new; £395.—Stadford Rd., Wallington, Surrey, Wallington 6677. (C3056)

Austin Eight Cars Wanted

PRIVATELY owned Austin 8, 3, Brace Court, Kingsmill Hill, Surrey, Tulse Hill 2768. (W2037)

WANTED for private owner, Austin 8 or 10, 46-47, -65, Highgate Park, N.5. Canonbury 1650, 19259

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN TEN

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1946 Austin 10 sunshine saloon, splendid condition; £325.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

1937 condition; £190.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common S.W.18. Battersea 5573 and 7873. (C3005)

1946 Austin 10 sun saloon, blue/blue leather, excellent throughout; £355.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court, G. M. 6109. (C4053)

1947 Austin 10 saloon, rebored engine; £510; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro 1519. (C4026)

1947 Austin 10 saloon, excellent value, £375; 1939

£215—Austin 10 saloon, £250.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C4019)

£215—1939 Austin 10 Cambridge saloon, black, mechanically and body good throughout, guaranteed.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (C2045)

£265—1940 Austin 10 4-door de luxe saloon, runs well, original condition; £90 down.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. (C1024)

£155—Austin 10 drop head coupe, excellent bodywork, clean interior; also Austin 10 saloon, good all-round condition, gift £111; 3 months guarantee, hire purchase, exchanges. (C2052)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1939 Austin 10hp saloon, overhauled engine 5,000 miles ago, clean car in very good order, any trial; £225 or £75 deposit, balance over 18 months; exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton S.W.2. Tel. Tulse Hill 7106. (C4071)

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 10 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

GARDNER & CO. (HENDON) will buy your Austin 10.—Hendon 3559 and 8460. (W2074)

AUSTIN A40

C. M. THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhouse House, 329, Euston Road, N.W.1. Euston 1212. (10957/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GOOD A40 wanted; immediate cash.—Lib. 1604 or Vig. 8973. (W3048)

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A40 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

WHY accept less for your Austin A40 saloon or Countryman when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Top price paid for A40 or similar type cars; trade or privately.—54, Stratham Hill, S.W.2. Tulse Hill 2676. (W3016)

OFFORD & SONS, Ltd. (Established over 160 years), would like to purchase Austin A40 saloon cars.—67, George St., W.1. Wel. 6899. (2490)

AUSTIN A40 Buyers.—Motorsists (London), Ltd., 4, St. John Rd. E. Finchley Station, N.2. Tudor 3301-2. (W3018)

A40 wanted for cash buyer, privately, low mileage, 1948 53.—Davis, 50, Dunstan Rd., N.W.11. Central 2669 (day), Speedwell 426 (evenings). (3270)

AUSTIN A40

CHARLES RICKARDS, Ltd., offer:—

1950 (Sept.) Austin A40 saloon, sun roof, 22,000 miles, fitted heater, H.M.V. radio, seat covers, taxed year, exceptional condition throughout. £535.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1520. (C2050)

C.M.I. CAR SALES (Pvt. 6625), offer:—

1952 Austin Somerset, beige, heater, very good condition; £595.

THREE months' guarantee; terms; list on application.

—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1949 (Sept.) Austin A40 4-door saloon, grey, hide upholstery to match, one owner, moderate mileage, original condition; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C3012)

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1951 (July) Austin A40 saloon, black with brown interior, fitted heater, one owner, 25,000 miles only, an unmarked car in really exceptional condition; £595.

PHENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. (C3044)

1953 model Somerset, one owner, heater, immaculate late throughout; £595.

1952 model A40 de luxe saloon, one owner, fitted heater; £545, hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

ALWAYS a selection of Austin A40s with a written guarantee and free after-sales service.

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2250. (C1017)

1954 A40 Somerset continental coupe, mileage 6,000; £585.—Godalming 512, evenings. (3478)

1949 Austin A40 one owner, absolutely unmarked; £485; 3 months guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Horsey, Mountview 5224 and 5774. (C3044)

£465—Austin A40 1949 saloon, in exceptionally good condition throughout; choice 2; many others.

B.N.MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7, 150 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

AUSTIN A40 saloon, 1954, new or low mileage, wanted urgently.—Full details, Brookdale, Robin Lane, Macclesfield. (3424)

1953 A40 Somerset de luxe, 12,000 miles, heater, immaculate, seat covers, taxed December, 1953. —Featherstone Car Sales, Hendon 3624. (3466)

(February) A40 Somerset saloon grey, blue leather, heater and overriders 400 miles; £765.—Robbins, East Putney, Tel. 4561. (C3010)

1949 since 1949, new engine, condition as new; £460.—Northwood 1257. (3057)

ARCHIE SIMONS & Co., Ltd.—1949 Austin A40 saloon colour green, fitted heater, in excellent condition; £440.—94, St. Portland St., W.1. Len. 1345. (C1043)

1954 A40 Somerset de luxe, brand new, sun roof, heater, black/red, works mileage, taxed year; terms.—97, Wilmington Way, Brighton, 6 Tel. 56560.

1950 July Austin A40 Devon saloon, carefully used, moderate mileage, good condition.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (C1073)

1948 Austin A40 2-door saloon, engine just rebored, immaculate throughout, £435.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.6. Willesden 0047. (3596)

1952 Austin A40 Somerset saloon, radio, heater, 12,000 miles; £645.—British & Colonial Motors, Ltd., 15-14 Upper St., Martin's Lane (Adj. Leicester Sq., Tube stn.) W.C.2. Temple Bar 5849. (C1073)

A owners, radio and heater. Are rimmlishers, very nice condition indeed, loose covers. £470.—Rai & Co., 22, Conduit Place, Paddington, W.2. Pad. 2636. (3057)

1952 one-owner Austin A40 Devon G83 saloon, black with brown leather, steering column gearchange, heater, radio, windscreen washers, 19,000 miles, carefully used and maintained; £645.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3563. (3456)

495 gns.—Austin A40, late 1951 Devon saloon, dark green, brown leather, heater, one owner, spare unworn, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4018)

Austin A40 Cars Wanted

C. M. THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhouse House, 329, Euston Road, N.W.1. Euston 1212. (10957/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GOOD A40 wanted; immediate cash.—Lib. 1604 or Vig. 8973. (W3048)

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A40 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

WHY accept less for your Austin A40 saloon or Countryman when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Top price paid for A40 or similar type cars; trade or privately.—54, Stratham Hill, S.W.2. Tulse Hill 2676. (W3016)

OFFORD & SONS, Ltd. (Established over 160 years), would like to purchase Austin A40 saloon cars.—67, George St., W.1. Wel. 6899. (2490)

AUSTIN A40 Buyers.—Motorsists (London), Ltd., 4, St. John Rd. E. Finchley Station, N.2. Tudor 3301-2. (W3018)

A40 wanted for cash buyer, privately, low mileage, 1948 53.—Davis, 50, Dunstan Rd., N.W.11. Central 2669 (day), Speedwell 426 (evenings). (3270)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

NORMAN AUTOS offer:—

1938 Austin 12 saloon, excellent throughout. £225; also 1939 12. £250.

NORMAN AUTOS, 352, London Rd., West Croydon, Surrey, Tel. Thornton Heath 4657. [3111]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1936 (March) Austin 11.9hp Ascot sunshine, one owner saloon, grey and grey hide, highly recommended. £200.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

1938 Austin 12, one owner; £235; 5 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1938 Austin 12 blue saloon, hide, 43,000 only. £225—Wheeler, Buntingford, Herts. [3011]

1938 Austin 12 Ascot de luxe saloon, excellent chassis. £195!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1936 Austin 12 saloon, one owner, good condition throughout. £165.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077]

AUSTIN 12hp 1946, sun roof, fitted heater, taxed a year, ready owner, really outstanding condition. £380.—Northwood 2760 after 6 p.m. or week-end. [3366]

Austin Twelve Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 12 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN SIXTEEN

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1946 Austin 16hp saloon, leather, heater, radio, very clean. £235. [C3042]

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

CAR MART, Ltd.

LONDON Distributors.

1951 Austin 16hp hire limousine, heater; £735.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

RUSSELL MOTORS offer:—

1949 Austin 16, one owner, 'low mileage, radio, heater, sun roof; £465; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sicane 9288. [C3060]

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Austin 16 saloon, one owner since new, radio, heater, good condition throughout; £395.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6044-5. [C2054]

GORDON CARS (LONDON), Ltd., Spe. 4701.

1947 model Austin 16 saloon, in black, brown leather, radio heater, recent Laystall engine overhaul; £375.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube station), N.W.11. Spe. 4701. [3499]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 (June) Austin 16 sunshine saloon, blue blue hide, radio, spotlight, highly recommended. £325.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

BRYCE MOTORS, Stratford-on-Avon, Tel. 2700.

1947 (Dec.) Austin 16, black, immaculate, one owner. £415.

1938 Austin 16 saloon, recently reared, new battery. £125.—F. Barrett, Thaxted, Essex, Tel. 554. [3393]

1948 Austin 16, in very nice order, reconditioned engine. £375.—Gordon Wooderson, 48a, Weststead Rd., S.W.16. Streatham 8638. [C4059]

1947 Austin 16 de luxe saloon, black with brown interior, genuine 35,000 miles, only one owner, a very nice car; £220.

G. & R. GARAGE, Ltd., 53, Victoria Rd., Surbiton, Elmbridge 6755. [C2023]

1947 Austin 16 sun saloon, black brown, radio, heater. £375.—12, Roberts Rd., High Wycombe, Bucks. [3001]

1948 Austin 16 blue/black, very good condition throughout. £395.—Cavendish Motors, Cavendish Rd., Kilsby, N.W.6. Willesden 6347. [3505]

1947-8 model Austin 16 saloon, excellent, guaranteed. £350, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro 1519. [C4036]

1947 Austin 16, new engine just fitted, absolute bargain. £315.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4725. [C1011]

1949 Austin 16 saloon, grey brown leather, heater, carefully maintained in excellent condition; £435.—Davis Motors, Bath Rd., Cheltenham. Tel. 4856. [3053]

1939 Austin 16 drop head cabriolet, guaranteed. £245; also 1936 16 drop head coupe, guaranteed. £210, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6351. [3029]

AUSTIN 16 1948 saloon two-tone green, brown leather, fitted heater, excellent tyres, a fine, roomy car at an attractive price. £395.—Hillwood Motors, Mill Hill 4232. [3349]

1948-9 Austin 16 saloon, blue, brown leather, taxed year, heater, one owner, genuine mileage 24,000, in first-class condition; £460.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 341-2. [C3011]

1948 (Sept.) Austin 16hp saloon, heater, one owner, carefully maintained, an unusually good specimen of this favoured model, taxed year; £425, terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3006]

AUSTIN SIXTEEN

TAXI-HIRE. Special 4-door partitioned black brown leather, occasional facing rear genuine low mileage, spotless condition, certified mechanically. £745. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Sixteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 16 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HIRECAR Limousines urgently required, cash wait—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN A70 & A90

CAR MART, Ltd.,

LONDON Distributors.

1951 Austin A70 Hereford saloon, radio, heater; £575.—Car Mart, Ltd., Gloucester House, 150, Park Lane, N. Grosvenor 3434. [C1039]

HAROLD SIMONS, Ltd., offer:—

1952 Hereford, 14,000 miles, heater; £640; trade enquiries welcomed; 3 months' written guarantee, free service after sale, exchanges, deferred.

Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd.), 3 minutes trolley East Finchley Tube, Mayfair-2941. [C4065]

H. A. SAUNDERS, Ltd., offer:—

1952 Austin A70 utility wooden body, red upholstery, heater, recorded mileage 20,130. £665.

1952 Austin A70 Hereford saloon, grey, brown upholstery, radio, heater, recorded mileage 20,570. £695.

836—442, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

RICHARDS & CARR always best value.

1952 (July) A70 Hereford, one owner, 18,600 miles, certified genuine, H.M.V. radio, heater, spot lamps, meticulously maintained, terms.

1951 A90 saloon, low mileage, heater, excellent throughout; £575.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

1951 Austin A70 Hereford saloon, one owner, heater, unmarked; £575.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court, Mole 6109. [C4053]

ALWAYS a selection of Austin A70s with a written guarantee and free after-sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Bati. 2252. [C3022]

1954 (registered) Austin A90 saloon, black, guaranteed 7,000 miles, one owner; £695.

RIPCO, Ltd. (Austin A90s purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

FUNERAL TRADE HEARES, Austin A70, Austin 16hp, Brand New, Illustrated Brochure Posted.

ALPE AND SAUNDERS (COACHBUILDERS), LTD. Attention Office, Station Approach, Kew Gardens, Richmond, Surrey. [3506]

1951 Austin A90 saloon, heater, radio, low mileage. £585.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4041]

£495—November 1950 Austin A70 Hampshire saloon, black with brown, fitted heater, in excellent all round condition.

DENHAM SERVICE STATION Ltd., Denham B-16, Denham 2266. [C1070]

1950 Austin A90 Atlantic electric coupe, magnificent, guaranteed; £500; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4036]

1951 Austin A90, black 1951, seat covers, wireless heater, immaculate, mileage 10,000; £750.—Particulars: Evans Motors, Ltd., Carmarthen. [3514]

1951 Austin A70 saloon, blue leather, radio, heater, nominal mileage, excellent; £525.—Friar Motors, Ltd., Old Windsor, Windsor 2002. [3521]

MAYFAIR COUNTRY CARS offer Austin A90 convertible, radio, heater; £525, terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131.

G & M ALFREDS (1956), Ltd.—1951 Austin A90 Hereford, blue, blue upholstery, above average condition.—67, Warren St., E. Euston 3266. [C1005]

1950 A70 Hampshire saloon, blue, one owner, heater, radio and covers, low mileage. £485.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]

£545—1951 Austin A70 saloon de luxe, one owner, speedometer reads 11,000, whole vehicle spotless and as new; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

1952 (September) Hereford, beige, guaranteed only 5,000 miles since new, loose covers, heater, spotlamps, as brand new throughout; £725.—Campbell Symonds, Wembley 6262. [C1037]

£550—1950 Austin A90 Atlantic saloon, ivory and black, radio and heater, electric windows, low mileage, perfect, delightful car, guaranteed.—Kings Motors, 1, High St., Hounslow. Tel. 5532. [C2049]

£525—1951 Atlantic sports coupe, 1950, enamel red with fawn leather, engine overhauled earlier this year by Austin agents, extremely good mechanical order, new Dunlop tyres and rearward tubes.

CHOICE of four others, 1949-1951; also an Atlantic sports saloon, 1951.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open 7 days a week. [C1055]

1950 Austin 90 convertible coupe, (electric) blue with blue leather, heater, radio, excellent condition, taxed to December; £595.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

1952 (December) Austin A70 Hereford saloon, black, brown leather, heater, one owner, as new, any inspection invited, 3 months' guarantee; £645.—Trinity Cars, Ltd., Austin retail dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1156. [C4054]

AUSTIN A70 & A90

JACK ROSE, Ltd., offer: 1950 (November) A90 Atlantic electric convertible, in maroon, clean, inside and out, taxed. £575; 1955 (April) Austin A70 saloon, on black with red leather upholstery, absolutely unmarked inside and out, 11,000 miles. £710.—Stafford Rd., Warrington, Surrey, Warrington 6677. [C3056]

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [3053 R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A70 and Austin A90 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

AUSTIN A90, late model, low mileage, wanted privately.—Box V 970, Lee & Nightingale, Liverpool. [3540]

TOP price paid for A70 or similar type car; £540 or privately.—54, Streatham Hill, S.W.2. Tube Hill 2676. [W3016]

WHY accept less for your Austin A70 saloon or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W4006]

AUSTIN A90 hard top saloon wanted in exchange for Triumph 2000 Roadster.—Grinda, "White Stacks," Shilton, Coventry. [3366]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHTEEN

NORMAN AUTOS offer:—

1938 Austin 18 Norfolk saloon, exceptionally good condition; £175.

NORMAN AUTOS, 352, London Rd., West Croydon, Surrey, Tel. Thornton Heath 4657. [3112]

7-PASSENGER 1938 Windsor Saloon, blue leather, original owner, certified mechanically, another brown leather, privately owned, selection from—£485, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Eighteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 18 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

7-PASSENGER privately owned 1938 39 Limousine, also saloons, urgently required, cash wait, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN TWENTY

1937 Austin limousine, 7-passenger division, face forward, excellent condition throughout; £235; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054]

Austin Twenty Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 20 cars for cash

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

MAYFAIR—1937 38 Limousines wanted, must be in good condition, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN TWENTY-FOUR

1938-9 Austin 24 7-seater, limousine, low mileage, one owner, private.—Write BCM NZA, London, W.C.1.

AUSTIN 23.5hp, 1934 (Oct.), black, leather, occasionalia, division, engine good order, recently re-cupolled, new carpets, been used exclusively for funeral work; £140.—A. Brown (Worthing), Ltd., 5, Becket Rd., Worthing 1268. [3015]

AUSTIN A125 & A135

ACRES offer:—

1950 model Austin Sheerline saloon, black, heater, radio, many extras, 35,000 miles only, beautifully kept and maintained by one extremely careful owner; £675.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tube Hill 1909. [C1052A]

AUTOMOBILIA, Ltd., offer:—

1950 Austin Sheerline 4-door de luxe sunshine saloon, black, leather, radio, heater, windshield washers, for lamp, low mileage, excellent condition; £625.—Automobilia, Ltd., Pippinbrook Garage, Dorking 4504, 5891. [C1069]

SAUL & SLATTERY, Ltd., offer:—

1950 Austin Princess saloon, grey with blue leather, in exceptional condition; £785.

44—46, Aldermans Hill, N.15. Tel. Palmers Green 3651-2-3. [C4002]

HAROLD SIMONS, Ltd., offer:—

1952 (July) Princess saloon, one owner, 15,000 miles, grey grey hide, radio, heater, as new condition throughout; £1,225.

1953 Princess, electric division, 18,000 miles, usual equipment; £1,450, trade enquiries welcomed, 3 months' written guarantee, free service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd.), 3 minutes trolley, East Finchley Tube, Mayfair-2941. [C4065]

1950 Austin Sheerline saloon, crystal green with heater and radio, excellent condition throughout; £595.—John Trigg Ltd., Esher 1284.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

BROOKLANDS, Individuality, new and used cars.

1950 series Austin Princess.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

GORDON CARS (LONDON), Ltd., Spe. 4701.

1949 Sheerline sliding head saloon, an immaculate specimen in black beige leather, radio/heater, fog lamps, two owners. £565. [2948]

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube station), N.W.11. Spe. 4701. [2948]

1952 Austin Sheerline saloon, genuine 17,000 miles, one owner, radio, heater, £875.

RIPCO, Ltd. (Sheerlines purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5-4. [C5052]

FUNERAL Trade Sheerline Hearse immediate delivery, inspection invited, brochure posted. Attention Addressed!!

ALPHE and SAUNDERS (COACHBUILDERS), LTD., Head Office, Station Approach, Kew Gardens, Richmond 1161. [2942]

1951 Model (Dec. 18) Austin Sheerline, one owner who has moved abroad, immaculate condition; £625.

G. E. HARPER, London Rd. Garage, Stevenage 700. After 6.30 p.m. 294. [3452]

£750 Austin Princess de luxe saloon, fitted all extras, speedometer reads 14,000, whole vehicle literally like brand new; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1949 Austin Sheerline saloon, black, with beige leather, fitted heater, radio, sun blind, screenwashers and puncture-proof tyres, immaculate car, taxed year, £595—Victoria Motors, 32, Long Millgate, opposite Victoria Station, Manchester, 3. Blackfriars 1549. [3159]

LIMOUSINE privately chauffeur 7-passenger 1951 partitioned Sheerline, small mileage. £1045. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

Austin A125 and A135 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars. Goodley House 150, Park Lane, W.1. Grosvenor 3434. [10552] R

H A. SAUNDERS, Ltd., Golders Green, require—

AUSTIN A125 and Austin A135 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

7-SEATER Sheerline Limousine required, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Austin Hire Cars Wanted

WANTED, 1952-53 Austin 16 hire car (limousine), low mileage.—O'Dwyer, 15, Evershed Ave., Liverpool. [3369]

Austin Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin—Hamstead (Tube) N.W.5 Ham. 6041. [W4018] R

MARSTON MOTOR Co., for your Austin—Tel. St. 2030, Seven Sisters Rd., Tottenham, N.15. [10598] R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austin—Tel. Westridge 253. [10541] R

XXX H. F. Edwards offer immediate cash for good Austin cars.—Details, please, to 28/50, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Austin Spares and Service

A FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 6 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414] R

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.9. (Ealing 6600) and 382, Streatham High Rd., S.W.16 (Streatham 0054). [01650] R

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 5665. [0252]

G NORMAN & Co.,

A THORISED Austin main spare parts stockists, service spares parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271] R

AUSTIN genuine spares and specialist service in the West End.

S MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [10500] R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916] R

AUSTIN spares, any year, any part; largest stockists in U.K. exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2620. [0729] R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0458] R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, pumps, boxes, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acle Lane, S.W.2. Brixton 1155. [0184] R

Austin Spares and Service

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedford, Bedfordshire. Tel. Feltham 4274/5. [0599] R

RECONDITIONED guaranteed 7, 10, 12 exchange gear boxes, shock absorbers, engines, all types repaired, new gears, parts, overhauls.—Tarrant & Frazer, 10, Winchester, N.W.3. Primrose 2647. [0040]

AUSTIN-HEALEY

1954 model Austin-Healey, 3,000 miles, overdrive, heater, one owner; £295.

RIPCO, Ltd. (Austin-Healeys purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5-4. [C5052]

1954 Austin-Healey, small mileage, blue.—Particulars: Evans Motors, Ltd., Carmarthen 5515 (registered late 1953), 5,000 miles, as new, taxed, over £100 worth of extras, radio, steering wheel overdrive control, bargain; £1,035; consider exchange saloon car.—Tel. Buckhurst 1773. [3529]

1954 Austin-Healey, small mileage, blue.—Particulars: Evans Motors, Ltd., Carmarthen 5515 (registered late 1953), 5,000 miles, as new, taxed, over £100 worth of extras, radio, steering wheel overdrive control, bargain; £1,035; consider exchange saloon car.—Tel. Buckhurst 1773. [3529]

BENTLEY (3), 4½-litre and New 4½-litre

J B JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley, please write for stock list; open until 8 p.m.

EXAMPLE: 1950 sports saloon by Freestone & Webb, leather, 15,000 miles; £3,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open till 8 p.m. May. [C1082]

RIPPOB.

RIPPOB.

RIPPOB BROS., Ltd.,

THE Northern Bentley specialists, offer the following cars, in first-class condition: [3159]

1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500.

1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 35,000; £2,550.

FOR further details apply to:—

RIPPOB BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [10906] R

A CRES offer:—

1935 Bentley 3½-litre saloon, green with brown leather upholstery, Bentley serviced and maintained, appearance in post-war condition; £595.

A CRES AUTO, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1082]

P.B. offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb mitted edge sports saloon, black leather.

PADDOB BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C5053]

H R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Standard steel saloon with fully automatic gear box, black with brown hide, as new; list price.

1953 Standard steel saloon, two-tone grey with red hide, 5,000 miles; £3,950.

1953 Model standard steel saloon, large boot, black and Tudor grey with beige hide; £3,775.

1951 H. J. Mulliner sports saloon, silver grey with blue hide; £2,250.

1951 H. J. Mulliner sports saloon, black with brown hide; £3,950.

1951 4½ standard steel saloon, Tudor grey with grey hide; £2,950.

1950 Park Ward drop head coupe, power-operated hood, grey with grey hide; £3,450.

1950 Standard steel saloon with division, midnight blue with grey hide; £2,575.

1950 Standard steel saloon, black and grey with pale blue hide; £2,575.

1949 James Young 2-door razor-edged sports saloon, pale green with blue hide; £3,300.

1949 Standard steel saloon, 2-tone grey with pale blue hide; £2,350.

1948 Standard steel saloon, maroon with beige hide; £1,950.

1947 Standard steel saloon, black with brown hide; £1,875.

1938 4½ Freestone and Webb fully razor-edged sports saloon, black with grey hide; £1,295.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052]

TOM GARNER, Ltd., offer:—

1951 Bentley 4½-litre Mark VI 4-door sports saloon, grey, by Freestone & Webb; £3,450.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. [C2020]

MANN EGERTON & Co., Ltd.

1952 Bentley 4½-litre large boot R-type saloon, velvet green with red leather upholstery, 23,000 miles; £3,525.

MANN EGERTON & Co., Ltd.

14 Berkeley St., W.1. Hyde Park 2073. [C2006]

MASCOT MOTORS, Ltd., offer:—

1937 4½-litre HM series Mann Egerton sports saloon; £750.

1936 4½-litre GP series Thrupp & Maberly sports saloon; £775.

237-243 Kensal Rd., Ladbroke Grove, W.10, Ladbroke 1251-2. [C3007]

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. [C4073]

BENTLEY (3), 4½-litre and New 4½-litre

HAROLD SIMONS, Ltd., offer:—

1939 Bentley overdrive drop head coupe, by Park Ward, body rather neglected; £295, trade enquiries welcomed; exchanges deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular cross-roads, 3 minutes Trolley, East Finchley Tube). Finchley 0052-5-4. [C4085]

MAIDSTONE ENGINEERING Co.

1938 Bentley 4½-litre Park Ward sportsman's and blue bodywork, most attractively finished in black and blue bodywork with blue leather interior, fitted Ace discs and almost all new tyres; this is a most excellent example and far above average condition, the performance is exceptional, a really beautiful specimen open to any examination or trial; terms, exchanges, £695.

CROSS St., Pendleton, Salford 6, Manchester. Pen. 2457. [C5000]

KNIGHTSBRIDGE MOTORS, Ltd.

1951 (June delivery) Bentley Mark VI steel saloon, black with red hide, last series 4½-litre, one owner, 29,000 miles only; £2,600.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Epsom 4096. [C2063]

SWANMORE GARAGE, Ltd., offer:—

1949 Bentley Mk VI steel saloon. £2,165

1949 Bentley Mk VI steel saloon. £2,185

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 43544-43545. [C4024]

BRADSTOCK MOTORS, Ltd., offer:—

£725—1937 B.H.K. chassis 4½-litre Bentley Park Ward saloon, black, blue leather, £500 over last year, negligible mileage since; the whole car in first-class condition.—Chase Rd., Epsom, Tel. 5696-7. [C1090]

JACK OLDING & Co. (MOTORS), Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1953 4½-litre large boot standard steel saloon, black and shell grey, one owner, 8,600 miles; £3,850.

1953 4½-litre large boot standard steel saloon, silver grey with red leather, 14,000 miles, one owner; £3,650.

1952 4½-litre large boot standard steel saloon, 20,600 miles, grey, grey hide; £3,500.

1951 4½-litre standard steel saloon, black/red leather, 34,400 miles; £2,550.

1950 4½-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

1949 4½-litre Freestone & Webb 6-light saloon, black and grey with beige hide, one owner, 24,800 miles; £2,750.

1949 2½-litre 2-door Countryman saloon, grey; £2,350.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5039]

GUY SALMON AUTOMOBILES offer:—

1953 (March) Bentley Mark VI standard steel saloon, velvet green-dark red leather, 9,000 miles, one owner, faultless and immaculate example; £3,775.

1950 (July) Bentley Mark VI standard steel saloon, moss green, beige upholstery, 24,000 miles only; £2,550.

1947 Bentley Mark VI drop head coupe, by Hooper, one owner, a most attractive vehicle in excellent condition; £1,925.—Portsmouth Rd., Thames Ditton, Esher 5551-2-3. [C4001]

COOMBS & Sons (GUILDFORD), Ltd., offer:—

1953 Bentley 4½-litre R-type finished in two shades of blue with blue leather upholstery, mileage 6,000; £3,750.

1939 Bentley 4½-litre overdrive by Park Ward, in excellent condition; £1,125.

COOMBS & Sons (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-8-9. [C1045]

BROOKLANDS, Individuality new and used cars

1950 Bentley Mark V standard steel saloon

BUY or sell with confidence, open 9 until 7

103, New Bond St. London, W.1. Mayfair 8551-6. [C1029]

1946 Bentley H. J. Mulliner saloon, radio, heater.

GORDON CARS (LONDON), Ltd., 373 Euston Rd., London, N.W.1. Eus. 6611. [C2023]

1950 (December) Mk VI Bentley saloon, dual gear; £2,250.

£1525—1947 Bentley Mk VI saloon dark blue, immaculate condition.—H. C. Paul, Ltd., 22, Bruton Place, W.1. Mayfair 6621-2. [C5040]

CASS'S MOTOR MART.—1937 Bentley 4½ Park Ward saloon, black, excellent; £795.

1934 3½ Pa & Ward saloon, £600 overhaul at makers; £595; terms and exchanges—5 Warren St. W.1. Euston 4110. [C1040]

CHARLES FOLLETT, Ltd., Officially Appointed

Bentley-Royce & Bentley retailers and repairers.

1951 Bentley Mk VI sal., black, one owner, 29,000 miles, loose covers, most carefully maintained; £2,650.

1949 Bentley Mk VI H. J. Mulliner sports sal., very beautiful car, superb condition; £2,650.

1947 Bentley Mk VI sal., black, 2 owners, new engine recently fitted, above average condition; £1,835.

ALL the above cars have had a comprehensive check-over and are guaranteed for 12 months.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5036. [C2010]

1934 (Dec.) Bentley 3½-litre Park Ward saloon, black/blue leather, radio, immaculate; £575.—Box 5672. [3142]

1934 Bentley Park Ward 3½-litre saloon, black; £675.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. 2252. [C1065]

1948 Bentley Mk VI standard steel saloon, black, brown hide, all extras, 28,000 miles; £1,985.—Watsons (Gt. Yarmouth), Ltd. Tel. 5677/8/9. [3504]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)
1948 Bentley Mark VI std. steel, saloon, must be green, in excellent order, full history available. £1,900.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Tel. 2674.5. 13459

J. H. BARTLETT, Bentley 1951 standard steel saloon, 34.00 miles only, one owner, absolutely faultless. £2,595. 274. Pennington Villas, W.11. C1015

1947 Mark VI standard steel saloon, grey and black, mileage 39,000. £1,795.—Louis & Co., 56, Lancaster Circus, London, W.2. Padd. 9196. C2069

1937 4½-litre Bentley Park Ward saloon, in excellent condition, taxed, new tyres, £695.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057]

1937 Bentley 4½-litre Mulliner sports saloon, excellent body and mechanical condition, recent bills available. £615.—Macaulay (London) 7211. [C3281]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272, officially appointed Bentley retailers and repairers, reliable used cars in stock [5361]

1953 (April) Bentley 4½ saloon, Tudor grey and maroon hide, bench-type front seat, 60W m.p.g., £3,750.—Robbins, East Putney, Tel. 5581. [C3010]

ROLLS-BENTLEY (November, 1951) S.S., immaculate condition, chauffeur driven, twin exhausts, large bore, £2,400.—Tel. Chertsey 2291. [C2526]

1948 Bentley standard steel saloon, velvet green, 69,000 miles, engine overhauled, full history available. £1,725.—Weybridge Autos, Weybridge 233. [C2529]

1936 model 3½-litre Bentley sports saloon by Rippel Bros., in black with blue upholstery. £625.—Holmes Garages, Ltd., Ashley Rd., Hale, Cheshire. [C3525]

31 Bentley special lightweight Mulliner sports saloon, complete recondition at Rolls, just on £1,000 spent on the car. £695, consider part exchange. Uxbridge 2062. [C3415]

1953 (July) Bentley 4½-litre large boot standard black and silver, 10,000 miles, 60W m.p.g., as new throughout. £3,850.—Castle's, Church Gate, Leicester. £6251. [C3326]

1937 Bentley saloon, Gurney Nutting razor-edged, black and brown, good condition. £750.—Park Garage (Mooley), Ltd., Hampton Court Way, Mooley, Tel. Mooley 6199. [C3057]

1934 Bentley 3½-litre, 4-door super sports saloon, most excellent condition throughout (history available). £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2943]

BENTLEY 4½-litre standard steel saloon 1952 (July), total mileage 7,500; black with brown hide upholstery and fitted heater and H.M.V. radio, in immaculate condition, one owner. [C2943]

NEWBURY MOTORS, Ltd., Manor Lane, Halesowen, Worcs. Tel. Halesowen 1641.2. [C5523]

£375.—1934 3½ Bentley saloon by H. R. Owen, black/tawn leather, carpets, sliding head, instruction book, tools, etc., very good condition for year, 22 m.p.g., 5 tyres as new.—Booth, 33, Northgate Huddersfield, Tel. 6103, Minsbridge 1292 evenings. [C3531]

1936 Bentley 4½-litre Park Ward 4-door sports saloon, finished black, two owners, moderate mileage, good history, condition throughout well above average. £695, trade and cash exchange, enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

1937 (registered January) 4½-litre Thrupp Saloon, capacitor boot, black, excellent throughout. £675.—Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

BENTLEY (PRE 1931)
PERFORMANCE CARS.—Good selection always available, written guarantee.—See under Sports Cars. [C3411 R]

BENTLEY 3½-litre tourer, Vanden Plas fabric body, first registered December, 1928; £200 or near offer. James Tweedie, Ltd., Monkton Rd., Ayr. [C3597]

1929 Bentley 4½-litre Vanden Plas 4-seater sports tourer in first-class condition. £275.—S. H. Newsome & Co., Ltd., Corporation St., Coventry, Tel. Coventry 5061. [C3554]

£275.—Bentley 3½-litre genuine short chassis. Red Label open Vanden Plas sports 4-seater, modernized, rebuilt, re-registered 1951, magnificent condition, genuine bargain; 3 months' guarantee; hire purchase exchange. [C3554]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

Bentley Cars Wanted
C. M. THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [C0958 R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hamstead (Tube), N.W.3. Ham 6041. [W4018 R]

PRIVATE buyer requires 1939 or 1946 Bentley.—Watson, The Bell, Pinner 158. [C3273]

REQUIRED, good used Bentley G. Edwards, Amberbury Lane, Harpenden, Herts., Harpenden 118. [W2000]

1948-9 Mk VI Bentley required, good price paid.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. [C2957]

PRIVATE buyer requires 1947 Mk VI drop head coupe. Full details, to Sudborough, 552, Wellingborough Rd., Northampton. [C3586]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½ or 4½-litre Bentley.—71, Broad St., Midland 2457. [C0857 R]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed Bentley special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [C0540 R]

WE will buy or part exchange your Bentley for a new one.—Lokham's Rolls-Royce & Bentley Showrooms, Fibbergate, Preston, Tel. 4245. [W2064]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [C0662 R]

Bentley Spares and Service
ALL spares and replacements for pre-war Rolls-Royces: full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [C0490 R]

Bentley Spares and Service
JACK BARCLAY (SERVICE), Ltd.
LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers & Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. FLOKMAN 2225. [S1062 R]

CHARLES FOLETT, Ltd., officially appointed retailers and repairers. 18, Berkeley St., W.1. Mayfair 6266. [C0626 R]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. [C0626 R]

S.P.A.R.T.S. SERVICE: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5596-7-8. [C0593 R]

BOND MINICAR
RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire-purchase specialists.

1953 Bond Minicar, Mark C, many extras fitted, spare wheel included, 14,000 miles only, reconditioned to owner's specifications from new. 229gins. Hire purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C0407]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 4054, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C0407]

Bond Minicar Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hamstead (Tube), N.W.3. Ham 6041. [W4018 R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers, H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [C0543 R]

Bond Minicar Spares and Service
RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; job too big or too small, free advice on all Bond models; latest modifications can be fitted to older models if required. [C0627 R]

BRISTOL
H. W. MOTORS, Ltd., offer:—
1952 Bristol 401 saloon, lavender grey, fitted radio, one owner, 10,000 miles, excellent condition throughout. £1,745.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

KEVILL, DAVIES & MARSH, Ltd., OFFICIAL Bristol retailers. 41—42, Hay's Meas, Berkeley St., W.1. Gros. 2565. [C2054 R]

**COOMBS & Sons (GUILDFORD), Ltd., offer:—
1949 Bristol "400," colour black with beige leather upholstery, fitted with heater and radio. £950. [C1057]**

COOMBS & Sons (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

ANTHONY CROOK offers new Bristol type 403s from stock. [C1057]

ANTHONY CROOK offers 1954 Bristol type 403s, extras, 8,000 miles. [C1057]

ANTHONY CROOK offers 1951 Bristol type 401, leather grey, one owner, many 403 modifications. [C1057]

ANTHONY CROOK offers 1948 Bristol type 400, works reconditioned. [C1063]

ANY type of used car taken in part exchange. [C1063]

ANTHONY CROOK MOTORS, Head Office, Caterham Hill, Surrey, Tel. 2232, also [C1063]

ANTHONY CROOK MOTORS, 14-16, High St., Asher, Surrey, Tel. 4580 (showrooms for callers, only, please). [C1063]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [C0618 R]

1954 (April) Bristol 403 saloon, Cambridge grey, 1,200 miles only, radio, heater, taxed, £2,650.—Belts. [C0618 R]

1953 (July) Bristol 403 saloon, 11,000 miles, faultless condition, leather grey; £2,275; terms.—Philip Foster, 106, High St., Uxbridge, Tel. 4202. [C0618 R]

1952 (June) Bristol 401, grey, green, 14,500 miles, new battery and tyres, immaculate; £1,725.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [C3475]

1948 Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black; £975.—A.F.N. Ltd., London Rd., Isleworth, Middlesex. Bounslow 0011. [C2015]

1947 Bristol 400, black, beige leather, radio, carefully maintained and in first-class order, new tyres, taxed. £775; terms, exchanges.—Ross Motors Ltd., Regent St., Hinkley, Leics. Tel. 558. [C3264]

B.RISTOL model 403 saloon, 1954 demonstration car, finished red with special grey leather upholstery, fitted heater, radio, absolutely as new in every way; offers.—Cecil Kay, Ltd., 10-14, Essex St., Birmingham 5, Midland 3011. [C5516]

Bristol Cars Wanted
B. J. HUNTER, Ltd., offer:—
FOR immediate purchase of your Bristol. [C0618 R]

B. J. HUNTER, Ltd., 22, Criklewood Broadway, N.W.3. Gladstone 6303. [W2040]

B.RISTOL 400 or 401 required, good price paid.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. 558. [C2958]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018 R]

A.F.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [C0476 R]

B.S.A.
1938 B.S.A. Scout 4-seater, taxed and insured; gate, N.11. [C2860]

225gins.—B.S.A. Scout, late 1940 10hp sports 4-seater, black, green leather, excellent condition; terms, exchanges; last open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

B.S.A. Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018 R]

BASIL ROY, Ltd., B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Lansham 7735. [C0144 R]

BUGATTI
SPORTING 4-seater 157, £625.—J. Lemon Burton, Lonsdale Rd., London, N.W.6. Maids Vale 1531. [C0870 R]

BUGATTI Type 40, completely rebuilt, but in chassis form only and fitted with modern 6-cyl 3½-litre engine giving 110 h.p., weight approx. 13cwt; sale to enthusiast, slight work needs doing, offers around £150.—J. H. Parkin, Merlebrook Camp, Marners Wells, Marners. [C5585]

BUGATTI Spares and Service
J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1531. [C0071 R]

BUICK
CRES offer:—
1946 (reg.) left-hand drive Buick Clubman 2-door sedan, fitted with radio and heater, immaculate condition, first £275 security, new, mechanic to enthusiast, slight work needs doing, offers around £150.—J. H. Parkin, Merlebrook Camp, Marners Wells, Marners. [C5585]

CRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

**HAROLD SIMONS, Ltd., offer:—
1938 Buick 8, one owner, radio, coachwork in outstanding condition, this car has been most carefully maintained throughout since new, mechanic to enthusiast, slight work needs doing, offers around £150.—J. H. Parkin, Merlebrook Camp, Marners Wells, Marners. [C5585]**

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

WANTED, late type Cadillac, or similar.—Jackson, Cabb Farm, Harthill, nr. Sheffield. Tel. Clowes 70.
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [1004/R]

CADILLAC Spares and Service
Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [1012/R]

CHEVROLET

SIMPSON'S offer:—
RHD 1952 Chevrolet, all extras, immaculate condition, dual gear, 250 miles. [1012/R]
1952 Chevrolet Super de luxe, 2-door, radio, heater, immaculate. [1012/R]
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 9591/5905. [104015]

SWANMORE GARAGE, Ltd., offer:—
1947 Chevrolet Fleetmaster, fitted new engine under 1,000 miles at cost £160; £255.
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544-43545. [104024]

1936 Chevrolet 26hp drop head coupe, runs well, down 250 miles. [104015]
1937 Chevrolet 30hp 4-door saloon, special Ed., down £50; 180-184 West End Lane, N.W.6. Hampstead 6490. [10124]

RHD 1951 Chevrolet 4-door de luxe sedan, 15,000 miles only, one owner, Valentine 4674.
1951 Chevrolet Styleline 4-door de luxe saloon, l.h.d., electric transmission, radio, heater, loose covers, 21,000 miles. [10124]

1953 Chevrolet Two-Ten series 4-door saloon, l.h.d., Powerglide transmission, heater, loose covers, 1,900 miles. [10124]

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London & Home Counties), 13-14, Upper St. Martin's Lane, W.C.2 (Ad), Leicester Square Station, Temple Bar 3588. [10127/R]

1948 r.h.d. Chevrolet Fleetmaster 4-door saloon, grey, excellent condition; £695, exchange entertained.—Smith, 41(4), King's Rd., Brighton. 25852. [10127/R]

1949 Chevrolet Fleetline 4-door sedan, radio, heater, screen washer, loose covers, etc.; £545.—Purvis, The Cedars, London Rd., Shrewsbury. Tel. 2214. [10404]

1952 Chevrolet 2-door Styleline de luxe saloon, radio, heater, covers, 16,000 miles only; £945.—Taylor & Claydon, Hyde Park Corner, 35, Grosvenor Crescent, S.W.1. Sloane 5215. [104036]

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet bureau, Wembley 9591. [104015/R]
BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Ad), Leicester Square, Tube Stn., W.C.2 Temple Bar 3588. [10127/R]

Chevrolet Spares and Service

REPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647.
CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors Ltd., Upper St. Martin's Lane (Ad), Leicester Square, Tube Stn., W.C.2 Temple Bar 3588. [10127/R]

CHRYSLER

SIMPSON'S offer:—
1949 50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 25,000 miles.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 9591-5905. [104015]

H. A. SAUNDERS, Ltd., Golders Green, offer:—
1938 (June) Chrysler Kew Six 23 5hp 5/6-seater sunshine touring saloon, highly recommended; £300. [104015]

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [104004]

1953 model Chrysler Windsor de luxe saloon, unmarked condition throughout and low mileage, automatic gear change with right-hand steering, radio, heater, nylon seat covers, screen washers, finished black exterior with brilliant chrome plate, really exceptional condition; £2,250, terms and exchange.—Johnsons, Ltd., of Nottingham, Established 1918, 247-253, Sherwood St., near Forest Rd., Nottingham. Tel. Nottingham 44569-8. [104353]

Chrysler Cars Wanted

ATOSALES (LONDON), Ltd.
CHRYSLER distributors will purchase all types of Chrysler vehicles—£9.65, Belzite Rd., Swiss Cottage, N.W.6. M. 5555-2155. [10643/R]
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Chrysler—Hampstead (Tube) N.W.5. Ham. 6041. [104018/R]

Chrysler Spares and Service

ATOSALES (LONDON), Ltd.
CHRYSLER distributors spares for all models; exchange reconditioned units in stock.—59/65, Belzite Rd., N.W.6. M. 5555-2155. [10405/R]

CHRYSLER Specialists repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [10361/R]

CHRYSLER and Dodge parts and reconditioned units, also sheet metal parts, all models 1935-40, repairs by experts.—Carino, St. John's Wood Roundabout, N.W.8. Pri. 0141. [10552/R]

REPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [104015]

CITROEN

HPG
1948 Light 15 saloon, excellent mechanical condition, engine, dual gear, 250 miles, new chrome to match, very good brown interior with new covers, a joy to drive as only a good Citroen can be; £415, terms, exchange.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Tel. Larkwood 7208 2031. [101066]

CITROEN

CITROEN Sole Distributors for the County of London.
Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [10756/R]

HAROLD SIMONS, Ltd., offer:—

1948 Citroen Light 15 saloon, high compression head, twin carburetors, 4 speed gear box, 25 m.p.h., heater, twin spot lights, leather, appearance almost as brand new, most amazing performance, definitely an enthusiast's car; £405; trade enquiries welcomed; 3 months' written guarantee; service after-sale; exchange deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube, Finchley 0052-5-4. [104015]

JOHN S. TRUSCOTT, Ltd., for Citroen

OFFICIALLY appointed retailers; new models from stock, several exceptionally fine post-war used models, including 1953 (May) Light 15, grey, red leather, 6,000 miles only; £795.
EXCHANGES, deferred terms.

173 Westbourne Grove, London, W.11. Bay. 4274. [104055]

DENHAMS GARAGE (ESHER), Ltd., offer:—

1952 (Sept.) Citroen Light 15 saloon, black red leather, immaculate condition; £665; see also our advertisement on page 43.—High St., Esher, Surrey. Tel. 550-1. [10516]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Citroen Light 15 saloon, colour black with red leather, mileage 18,000; £525.
1949 Citroen saloon, colour black with red leather upholstery in very fair condition; £395.
1939 Citroen 6-cylinder 15 saloon, mechanically in excellent condition; £225.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [101057]

1952 Citroen Light 15 saloon, black, one owner, perfect; £555.—Ealing 0554. [10214]

1947 Citroen 15 saloon, superb order; £395.—Middlesex Motors, Epsom 0222. [1509]

WORTHING MOTOR CO., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [14754]

1954 (April) Light 15 de luxe saloon, 1,200 miles only; £885.—Mansfield Autos, Ltd. Euston [103001]

1947 Citroen Light 15, immaculate, respray gunmetal, many extras, new chrome; £325. Watlington 5352. [10412]

1950 Citroen Light 15 saloon, magnificent, guaranteed, £440, payments—Vaughan, 17, Austwood Mews, S.W.6. [104015]

1939 Citroen L.V. 15 roadster, new drive shafts, universal C.W. & P. gear box overhauled, brakes relined, heater, 2100, 15199

1952 Citroen saloon 1950, spotless condition, modifications; £455, exchange coupe—45, Shirehall Park, N.W.4. Hendon 1648. [13350]

1952 Citroen Light 15 saloon, grey, grey leather, any trial; H.P. exchange late pre-war—37, Buyl Old Rd., Prestwich 2152, Manchester. [1977]

1949 (Jan.) Citroen Light 15 grey, red leather, immaculate condition; £475.—St. A. Saunders, Ltd., 336-350, Euston Rd., N.W.1. Euston 4511. [104040]

1939 Citroen Light 15 de luxe saloon, £50 worth of extra excellent condition, taxed, year, nearest £250.—Keates, The Green, Compton, nr. Chichester. [10277]

1946 (Aug.) Citroen Light 15 saloon, sun roof, excellent condition throughout; £365, terms, exchange.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [10526]

1948 Citroen Light 15 saloon, grey, fitted radio and heater, spot lamp, etc., really beautiful condition; £425.—Garage Service Co., Ltd., 1013, Chesham Rd., Golders Green, N.W.11. Speedwell 7003. [104015]

BARGAIN of the year!—1951 Citroen Light 15 saloon, French model, l.h.d., perfect condition, £255!!! Can you compare this value!—A.Z. Motors, Palmerston Rd., N.W.5. M. 5555. [10101]

CITROEN distributors for sales, service and spare demonstrations can be arranged for all models.—Kings Speedwell 9761, Gordon Cars (London), Ltd., 7-9 Russell Parade, Golders Green, N.W.11. 10011/R

565 gns.—Citroen Light 15 1951 sports saloon, alloy head, leather, one owner, exceptional; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [104018]

1952 Citroen 6-cylinder saloon, one owner, a very smart car carefully maintained, black with brown leather, fitted heater, taxed year; £645.—Victoria Motors 52 Long Milgate, opposite Victoria Station, Manchester. 3. Backfords 1549. [12819]

1950 Citroen 6, 2.666cc, in superb condition, finished black with red leather upholstery which is unmarked, hosts of extras including Masteradio, heater, reversing lamp, 3 mirrors, twin Windtone horns, Lucas spot, Flamethrower, taxed year, etc., mechanically faultless, capable of terrific speeds, must be seen and tried to be appreciated; bargain at £225, terms arranged.—12 Church St., Luton 5212. [15511]

UNDERWOOD-RUSLING SPORTS CARS offer what is probably the most attractive 1953 12 roadster coupe in the country, beautifully finished in Cambridge blue, with tartan seat covers, this attractive example is immaculate by any standards, fastidiously maintained entirely regardless of cost (bills available), the mechanical condition is beyond criticism, 50mpg; £325, terms, exchange.—28, Queensberry Rd., Kettering, Tel. 3551. [13455]

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Citroen.—Hampstead (Tube) N.W.5. Ham. 6041. [104018/R]

REQUIRED, good used Citroen.—G. Edwards Amersham Lane, Harpenden, Herts. [1013]

A C SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH CIRCULAR RD., Stonebridge Park, N.W.10 Elgar 5585 (5 lines). [10100/R]

CITROEN—John S. Truscott, Ltd., urgently require good examples, highest prices for sale or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [10135]

Citroen Spares and Service

SOUTH of the Thames.
BAILES of Croydon, distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3121-2. [10187/R]

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4865.—Citroen parts, reconditioned drive, trains 48-hr. service. [10354]

SHRIMPSTON'S MOTORS, Ltd., London Distributors, Head office and showrooms—242-244, Brompton Rd., S.E.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [10727/R]

WOODFORD CAR MART, Essex distributor for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [10200/R]

BOWES ROAD GARAGE & ENGINEERING Co., Ltd. Bowes Rd., N.11 (Bow 2234); specialists on Citroen body repairs and mechanical overhauls (swivel joints) reconditioned 48-hrs; all spares stocked. [10595/R]

CORD

SWANMORE GARAGE, Ltd., offer:—
1937 Cord supercharged saloon V.8, immaculate body; white cellulose with blue melton cloth upholstery; £624.
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544-43545. [104024]

DAIMLER

WM
WELBECK MOTORS, Ltd., again can save you a great deal of money (this time nearly £500); 1953 Daimler Conquest in black, with brown hide, only 3,000 miles, identical to brand new, original cost well over £1,500; our price £1,255.
WELBECK MOTORS, Ltd., 107, Crawford St., London W.1 (near Baker St. Station). [104049]

GUY SALMON AUTOMOBILES, offer:—

1952 Daimler special sports coupe, 25,000 miles, one owner from new, immaculate condition £1,345.

1952 model Daimler Straight 4 Hooper touring limousine, this is a magnificent rarer edged close-coupled owner-driver or chauffeur driven saloon with electrically operated disappearing division, the condition throughout is indistinguishable from new as the car has only covered a genuine 7,000 miles, it is fitted with radio and heaters back and front and picnic tables, one owner, cost new nearly £6,000, and is, we feel, most exceptional value at £1,150.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [104001]

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special sports coupe (1951), black, beige leather; £1,575.

DAIMLER 2½-litre Conquest saloon (1954), green, beige leather, 4,000 miles; £1,350.

DAIMLER 2½-litre Conquest (1955), black, brown leather, 9,000 miles; £1,250.

DAIMLER 2½-litre Conquest saloon (1951), black, brown leather, £1,050.

DAIMLER 2½-litre coupe (1948), fawn, brown leather; £875.

DAIMLER Light Twenty saloon, blue leather, comfortable 5-seater, £250.

STRATSTONE, 40 Berkeley St., W.1 (Mayfair 4404), Service, 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [104022]

DENHAMS GARAGE (ESHER), Ltd., offer:—

1951 Daimler Consort saloon, finished in dark green with green hide upholstery, exceptional condition throughout, one owner; £200.

1939 Daimler owner-driver saloon with division, exceptional condition throughout, recent Daimler overhaul; £365; see also our advertisement on page 43.—High St., Esher, Surrey. Tel. 3650-1. [103517]

CHARLES FOLLETT, Ltd., Official Daimler agents

1900 miles only, 1953 (Sept.) Daimler Conquest sal., as new; £1,295.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cromptonham 5956. [103010]

GORDON'S MOTORS (MANCHESTER), Ltd.—See our display advert on page 47. [103076]

1952 (July) Daimler Consort saloon, radio, heater, twin fog lamps, taxed year, as new; £1,095.

RIPCO, Ltd. (Daimlers Purchased) 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3. [103552]

1937 16hp Daimler sports saloon; £175.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. [102022]

1952 Consort saloon, moderate mileage, as new; £995.—Mansfield Autos, Ltd. Euston 2587. [103501]

DAIMLER 1958 18hp 4-door saloon, exceptionally fine condition; £275.—Bartlett, 27a, Penbridge Villas, W.11. [101013]

£265—1958 Daimler 2-litre 4-door 6-light de luxe saloon, black with brown hide; £90 down.—Below.

£325—1958 Daimler 2-litre 4-door 4-light sports saloon, outstanding condition; £110 down.—Below.

£125—1954 Daimler Light 15 4-door saloon, runs and looks well; £60 down.—Bray Motors, 190-194, West End Lane, N.W.6. Hampstead 6490. [101024]

1937 Daimler 15 saloon, sound mechanically, good tyres and new battery; £175.—Carnell Smith, Wembley 6240. [10137]

1953 Daimler Conquest saloon, radio, etc., as new.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester. 3. Tel. Deansgate 5325-6. [102028]

1950 Daimler Barker drop head, radio, heater; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [101050]

£666—Daimler 2½-litre de luxe saloon, original maroon cellulose speedometer reads 14,000, whole vehicle looks and runs like 5,000, one private owner; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [102952]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLERS, two 1948 models 2½-litre, black and brown, Grey and Blue, one-owners; from £550.—Welham, Surbiton Hill Rd., Surbiton, Enbridge 1675. (C4070)

£1245—1953 Daimler Conquest, one owner, immaculate, Le Grice, Evers, 107-5, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2055)

DAIMLER Consort 1951, black, brown hide, radio, heater, one owner, cost £1,700 new and is still in beautiful condition; £895.—Hillwood Motors, Mill Hill 4252.

1938 Daimler D.B.17 saloon, finished blue, fitted with a genuine low mileage car, in perfect condition; £550.—Normans Garage, 383, Bath Rd., South Bucks, Tel. Burnham 120. (C4018)

DAIMLER Consort genuine mileage 4,800, indistinguishable from new, 1951, been carefully stored, new accumulator recently fitted, tax paid, radio, heater, etc.; £1,285.—Fuggle, Bushey Heath, Herts. Tel. 1685. (C2017)

ARCHIE SIMONS & Co., Ltd., 1952, Daimler Consort saloon, black brown hide, fitted built-in radio and heater, 15,000 miles, one meticulous owner since new; £1,095.—34, Gt. Portland St., W.1. Lan. 1543. (C4013)

365 ens.—Daimler, 1959 2½-litre sports saloon, blue, sliding head, blue leather, carefully used, terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (W4018/R)

DAIMLER—For any new model or for help and advice on one already in service come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham, Tel. 3814 and 3816. (0865)

XXX £1,075.—A really exceptional 1952 (April) Daimler Consort saloon, quite unmarked, one owner car, finished black with green leather and fitted heater, 16,000 miles only, appearance quite as new; written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Lancham 0012. (C2005)

£725!!! Drop head coupe Daimler 1949, special Barker four-door body styling on the 2½-litre chassis, very scarce model, beautiful lines and of quite immaculate appearance, coachwork unblemished, interior, all fittings, hood, etc., equally outstanding, mechanically the car leaves little or nothing to be desired, built-in heater, pass lights, screen wipers.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open all day Whit-Monday. (C1035)

LIMOUSINE, 1939 E.L.24, partition, forward or occasional black, privately owned, 25,000, immaculate, £595.—excellent, privately owned selection from—£550, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

CHAIN OF EALING. Daimler Cars Wanted
REQUIRE used 2½-litre Daimlers.—Perivale 4404. (W1043)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

XXX H. F. Edwards offer immediate cash for good Daimler cars.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

Daimler Spares and Service
KINGSTON-ON-THAMES Daimler agents and specialists.
G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2. (S4053/R)

DAIMLER and Lanchester specialists.—Dennam Motors, 17, Atherton Mews, S.W.7. Westm. 4541. (6432)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. (0256/R)

ARCO ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.2. Kensington 7301. (0256/R)

DAIMLER and Lanchester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Titmus & Co. (formerly Daimler Co.) 81, Clapham Rd., S.W.9. Reliance 1647. (0666/R)

DARRACQ
XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

DELAGE
XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

DELAGE Spares and Service
SELBORNE, world concessionaires, in association with Wimborne.

REPAIRS, service and coachwork: Headfort Place, S.W.1. (0659/R)

SPARES orders: Head office, 82, Park St., W.1. (0660/R)

DELAHAYE
SELBORNE (MAYFAIR), Ltd., World Concessionaires.

£395!!!—125M (1st regd. 1944) foursome drop head coupe.

£595!!!—135MS (1st regd. 1940) foursome drop head coupe.

82, Park St., W.1. May. 4753. (2517)

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

Delahaye Spares and Service
SELBORNE, world concessionaires, in association with Wimborne.

REPAIRS, service and coachwork: Headfort Place, S.W.1. (0659/R)

SPARES orders: Head office, 82, Park St., W.1. (0660/R)

DE SOTO
1952 model Dellow 2-seater sports, many extras, not been used in competition, excellent condition; £410 or near offer.—Archer's Motors, Aldershot. (2598)

1950 model De Soto Custom de luxe saloon, synchromatic gear change with right-hand steering, finished black cellulose, interior condition unmarked, radio, heater, air conditioning, many other extras; £1,350, terms and exchanges at—Johnsons, Ltd., of Nottingham, Established 1918, 247-253, Sherwood St., near Forest Rd., Nottingham. Tel Nottingham 4456-6-9. (2426)

D.K.W.
THE new 3-6 Sonderklasse D.K.W. now available for early delivery and demonstration.

A.F.N. Ltd., (Ex-Importers), Falcon Works, London Rd., Isleworth, Middlesex, Hounslow 0011.

B & M GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares.

DKW cars always available at reasonable prices; fully guaranteed new D.K.W. crankshafts at £23 10; sleeved blocks at £11; both offered on exchange basis; fitted by really trained expert fitters; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42A, St. Michaels St., Paddington, W.2. Paddington 6877. (0036/R)

£165—1958 D.K.W. drop head coupe, a very clean and attractive car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

NEW big ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0271.

PARTS, repairs, reasonable prices; D.K.W.s bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0059)

LARGEST importers of genuine D.K.W. spares; write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (5 lines).

DODGE specialists repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. 0362 R

DYNA-PANHARD
ROSE & YOUNG, Ltd., offer—1951 model Dyna-Panhard saloon, blue, £395.—65-69, St. John's Hill, Streatham Hill, S.W.2. (1 minute Streatham Hill Station), Tulse Hill 6464. (C9057)

FIAT
BRADSTOCK MOTORS, Ltd., offer:—

FIAT 1100 aero-dynamic 3-seater sports, an extremely attractive car with amazing performance, superb road holding, 40 m.p.h. first registered February, 1952, finished in blue with red leather, spot and fog lights, tonneau cover, etc.—Chase Rd., Epsom. Tel. 5696 7. (C1090)

S & S MOTORS,—1940 500cc 4-seater, excellent running order, new hood, taxed; £190.

S & S MOTORS,—1959 500 4-seater, recent overhaul, genuine low mileage car, £220.

S & S MOTORS, 1959 500 cabriolet, reconditioned engine, resprayed; £210.

S & S MOTORS deal only in Fiat cars and service, 165A Westbourne Grove, W.11. Bay 1644. 13264

1938 Fiat 500 convertible coupe, excellent condition, mechanically and otherwise; £155.—Cutler, Walberton, Arundel. Tel. Eastgate 367. (3411)

225 ens.—Fiat 12, Oct. 1940, pillarless saloon, silver grey, sliding head, grey leather, excellent condition; terms, exchanges.—Rowland Smith, bel. (C4018)

195 ens.—Fiat 500, 1959 model, convertible coupe, blue, blue leather, very good condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

MAYFAIR GARAGES, Ltd.—Choice of two 1950 "500C" obv convertible de luxe coupes, one beige and one Cambridge blue, 3 months' guarantee; £425 and £455.—Below

MAYFAIR GARAGES, Ltd.—1949 (reg. Nov. 1951) silver with brown interior, good tyres, full J equipped, extremely smart car with outstanding road performance, 3 months' guarantee; £425.—Below

MAYFAIR GARAGES, Ltd.—New Aronde saloon for immediate delivery, 1000 cc, regd. 1950, 9-2.—Below

MAYFAIR GARAGES, Ltd.—Good selection of pre-war model 500 coupes and saloons from £175 to £295.—Below

MAYFAIR GARAGES, Ltd.—1956 1500 3-door pillarless saloon, leather upholstery, good appearance, good tyres, best mechanical attention, £275.

MAYFAIR GARAGES, Ltd.—Descriptive literature, price list and copy of road test gladly sent on request.—Below

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), 1, Balderton St. (opposite Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6; Saturdays 9-1. (0609/R)

C. V. RUSHMER, The Fiat Specialist, offers exceptional 1959 500 coupe, two owners only, showroom condition; £295; post-war 1100 saloon, one owner, showroom condition, £475.—39, Lolland Park, W.11. Park 5731. (C5061)

FIAT Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 3104. 0609/R

WANTED privately: Fiat 500, late model front; reasonable for cash.—J. Hitchcock, 247A, Upper Grosvenor Rd., Tunbridge Wells. (3414)

Fiat Spares and Service
FIAT 500 trouble? Try B.D.J. (England), Ltd. 65, Lowlands Rd., Harrow, Byton 6625. (0325/R)

MAYFAIR GARAGES, Ltd.—Fiat 500 reconditioned, exchange engines, pre- and post-war; £35; Fiat repairs and renovations at competitive prices.—Below

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104, open 9-6, Sats. 9-1. (0632/R)

S & S MOTORS—Fiat 500cc spare stockists; retail and trade replacement service units.—165A Westbourne Grove, W.11. Bay 1644. 10136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 3651. (0609/R)

FIAT 500, 1100 and 1500 full range spares, replacement parts new and used reconditioned bench-fitted engines, starter motors, dynamo, radiators; springs in exchange.—Derrington, 159, London Rd., Kingston 8621-2. (18107)

REPAIRS at reasonable prices! Parts, reconditioned guaranteed suspensions (1100/1500 pair usually £20); shock absorbers, engines, gear boxes; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0979)

FORD (8 h.p.)

CAR MART, Ltd.
1953 Ford Anglia saloon; £455.—Car Mart, Ltd., Upper Montagu St., W.1. Ambassador 1857. (C1059)

RAYMOND WAY.
RAYMOND WAY of Kilburn.

RAYMOND WAY, the Hire-Purchase Specialists.

1950 Ford Anglia saloon, in very exceptional condition throughout, finished in Ford honey beige with red leather upholstery, 25,000 miles only, re-conditioned engine fitted, taxed December; 559qns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maiden Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C1047)

PERRY'S OF HARROW
HAVE an excellent selection of post-war hnp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp. Bus Depot). 01010 R

1939 Ford 8 saloon, black, good condition; £185.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7879. (C5005)

1954 (May) Ford Anglia saloon, 150 miles, (bridge 600). (C4023)

£295—Ford 8 saloon, 1947, very good paintwork and interior well maintained.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

1953 (September) Ford Anglia saloon, black, 6,000 miles, loose covers, undersal, spare unused; £425.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727.

1949 Ford Anglia, excellent condition throughout; £335.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverside 6677-8. (C2045)

1947 Ford Anglia saloon, black, guaranteed; £275, ex changes, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5966.

1951 Ford Anglia saloon, in very excellent condition throughout; £355.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. (C1065)

195 ens.—Ford 8, 1959 saloon, black, reconditioned engine, very good condition, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

PRIDE & CLARKE, Ltd.—1951 Ford Anglia saloon, black/beige, 17,000 miles, £389, 1950 black green, beige brown, choice two from £349, 1949 green green, black/red, black/green (new engine), choice several from £299; 1946 black/red, £269; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C5063)

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GOOD Prefect wanted; immediate cash.—Lib 1632 or 716 6078. (W5048)

WHY accept less for your Ford 8 saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

FORD POPULAR
1954 Popular saloon, running-in mileage, carefully driven, blue, taxed; £425; private owner; Box 5791. (C563)

FORD Popular, 2,000 miles, chrome bumpers, loose covers, flashing indicators; £425.—Cyril Sheppard, of Bonning 2345. (C1018)

1953 Ford Popular saloon, heater, 1,300 miles; £465.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (adj. Leicester Sq.), W.1. Tel. W.C.2. Temple Bar 3568. (C1067)

£400!!!—Ford Popular, 2,000 miles, grey/blue, taxed December, traffickers; part exchange and h.p. can be arranged.—H. Fiedling, Lower Henley Rd., Caversham, Reading. Tel. Reading 72751. (3510)

FORD (10 h.p.)
BENTALLS, Ltd.

1953 Ford Prefect, beige; £510.—Kingston-on-Thames, Kingston 1001. (C1095)

1953 Ford Prefect saloon; £525.—Car Mart, Ltd., 16, Unbridge Rd., Ealing, W.5. Ealing 6460. (C1059)

PERRY'S OF HARROW.
HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp. Bus Depot). 01010 R

1953 Ford Prefect saloon, 2,000 miles only, black with red interior, one titled owner; £540.

G & R GARAGE, Ltd., 35, Victoria Rd., Surbiton, Enbridge 6755. (C2025)

£395—Ford Prefect 1949, leather upholstery, splendid bodywork condition and well maintained.

£350—Ford Prefect 1948, leather upholstery, very smart condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

FOR sale, Ford Prefect, June, 1953, leather, extras, one owner, 17,000, Bristol fawn; £485.—Snook, Cowplain Post Office, Portsmouth, Tel. 3369. Waterlooville. (3560)

£199—1959 Prefect, resprayed, clean interior, good mechanically.—Broadway Autos, 50-52, Cricklewood Broadway, N.W.2. Gladstone 3501 and 652. (3527)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

1947 Prefect, leather interior, £525.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423.
1952 (September) Ford Prefect, 15,000, immaculate, black, leather, 445gns, terms.—BOWES Park 0550.
1947 Ford 10 4-door saloon, one owner, snip, £295/11.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4725.
1949 Prefect saloon, fawn, red leather, recent re-conditioned engine, £425.—Robbins, 5010 Putney, Tel. 4581.
1948 Ford Prefect, black, brown leather, £355.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512.
395gns.—Ford Prefect, 1950 saloon, leather, heater, one owner, excellent condition; terms, exchange.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.
325gns.—Ford Prefect, 1947 saloon, black, red leather, heater, good condition; terms, exchange, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.
NEW type Anglia 10hp saloon, February 1954, blue interior, unmarked, screen washers, even! Liverpool.—Stoneycroft 5575.
1953 Ford Prefect saloon, 4,000 miles, £575.—Brittall & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane (adj. Leicester Sq., Tube stn.), W.C.2. Temple Bar 5588.
1952 (Jan.) Ford Prefect, 15,000 miles, fawn red leather, loose covers, spare unused, as new, £465.—Bruce France, 8a, Cromwell Mews, South Kensington, W.8. 0531.
1946 Ford Prefect saloon, beige fabric upholstery, factory engine, 3,000 miles, rectracting heater, stabilisers, etc., £275, near offer.—Riverside 6250 any time, 9a, Black Lion Lane, Hammersmith.

Ford Ten Cars Wanted

Ford Prefect required, 1953; cash, collection any where.—Tel. Derby 45570.
GARDNER & CO. (HENDON) will buy your Ford Prefect.—Hendon 6460.
STARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. St. 8000. Seven Sisters Rd., Tottenham, N.15.
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham 6041.

FORD CONSUL

AUTOMOBILIA, Ltd., offer:
1951 (June) Ford Consul 4-door de luxe saloon, colour pastel green, beige leather, radio, heater, low mileage, exceptional condition, choice two: £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 5404, 3891.
ALLAN TAYLOR MOTORS, Ltd., offer:
1951 Ford Consul, radio and heater, seat covers, taxed to December, low mileage, £575. 4433, HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433.
CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481 2 3, offer:
1951 Ford Consul saloon, finished opal, radio, one owner, immaculate condition throughout, £565.
1954 (May) Ford Consul convertible, £1001 heater, 300 miles, immediate delivery, £925; also.
1952 Ford Consul saloon, blue, 12,000 miles, in exceptional condition, £645.
RIPCO, Ltd. (Consuls purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3.
1954 Ford Consul saloon, fawn red hide, heater, Underseal, as new, £760.—Dobsons, Ltd., Staines 301.
1954 (May) Ford Consul saloon, Dorchester grey leather, taxed, works mileage.—Hale Motors, Ltd., The Hale, Tottenham 7771-4.
PRIDE & CLARKE, Ltd.—1952 model Ford Consul saloons, black brown, 10,000 miles, radio, heater, choice of two £599, 3 months guarantee; terms, exchange; lists.—158, Stockwell Rd., S.W.9. Brixton 6251.
TANKARD & SMITH, Ltd., offer 1952 Ford Consul saloon, green/beige leather, heater and radio, loose covers, one owner, low mileage, superb condition throughout, £625, 3 months written guarantee.—194 195, Kings Rd., Chelsea, S.W.3. Fxman 4509.

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham 6041.
Ford Consul Buyers—Motourists (London), Ltd., 64, North Rd., E. Finchley Station, N.2. (W5018) 2301-2.
TOP price paid for Consul or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.

FORD ZEPHYR

ACRES offer:
1953 Ford Zephyr saloon, stone and red leather, heater, many extras, taxed, 12,000 miles only, inducement, £715.
ACRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909.
GATEHOUSE offer:
1953 Ford Zephyr, Dorchester grey, 15,000 miles, one owner; £695.—Gatehouse Motors Ltd., Highgate Village, London N.6. Tel. Mountview 4444.

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041.
Ford Zephyr Buyers—Motourists (London), Ltd., 64, North Rd., E. Finchley Station, N.2. (W5018) 2301-2.
TOP price paid for Zephyr or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.
DICKS
1939 Ford Mercury saloon, privately used, ready for immediate hard wear, not ex-W.D., £225.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.
DICKS
1949 Ford Pilot saloon carefully used, £390.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.
BENTALLS, Ltd.
1950 Ford Pilot, black, brown leather, radio, heater, one owner, £395.—Kings-on-Thames, Kingston 1001.
1949 model Ford Pilot, radio, heater, leather; £355.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100 8676.
1949 Ford Pilot, black leather, very sound, £365.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512.
1949 Pilot, radio and heater, immaculate; £375.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4.
G.W.M. ALFRED'S (1956), Ltd.—1951 Ford Pilot saloon, immaculate condition, above average, £425.—6-7, Warren St., W.1. Euston 3268.
375gns.—Ford V.8 Pilot, late 1950 saloon, leather, heater, one owner, excellent condition; choice of 4 Pilots, terms, exchange.—Rowland Smith, below.
175gns.—Ford V.8, 1936 30hp convertible coupe, ball couplings, carefully used, exceptional condition, terms, exchange, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.
1951 Pilot, black, brown leather, heater, radio, two for amms, one owner, taxed year, immaculate condition, £455. K.J. Motors, Ltd. Ravensbourne 3456.
1950 model Ford Pilot, black, radio, twin speakers, heater, blinkers, cigar lighter, Windtones, screen-washer, Rimbellishers, immaculate, taxed year; £375.—Slough 22515.
WALTER SCOTT, Ltd.—1950 Ford Pilot, black, leather, heater, low mileage, almost new condition, £425.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5914.
1951 Ford Pilot saloon, black, leather, fitted radio, heater, exceptional condition, guaranteed, £425; exchange terms.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968.
ALFRED'S (1956), Ltd.—1949 registered G.W.M. J.B.M. (Ford V.8), competition 4-seater sports tourer, reconditioned engine just fitted, recollined, very attractive; £325 only.—6-7, Warren St., W.1. Euston 3268.
Ford V.8 Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041.

FORD ZEPHYR

HAROLD SIMONS, Ltd., offer:
1953 Zephyr, 2,000 miles, leather, heater, £775. Trade enquiries welcomed, 5 months' written guarantee, free service after sale, exchanges, delivered.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular, 3 mins. Rd., 3 minutes Trolley East Finchley Tube), Finchley 0052-3-4.
H. A. SAUNDERS, Ltd., of Worcester.
1953 (April) Ford Zephyr saloon, black with red leather, heater, 11,000 miles, £725.
AUSTIN House, Worcester. Tel. 2568.
ALWAYS a selection of Ford Zephyrs with a written guarantee and free after-sale service at **NAYLOR & ROOT, Ltd.**, 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction), Bait. 2252.
1954 (March) Ford Zephyr, heater, leather, genuine 2,500 miles, as new; 750gns; another 1955; £745.
RIPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.
1953 Zephyr, black, red leather, heater and fog lamp, only 12,000 miles, spotless throughout, £720.—Campbell, Symonds, Wembley 6262.
1951 Zephyr saloon, fitted heater, etc., guaranteed, £545, exchanges, terms.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968.
£699/11 1953 Ford Zephyr, speedometer reads throughout, 7,000, whole vehicle literally like brand new, 3 months' guarantee, hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground).
1953 (Oct.) Ford Zephyr, green, fitted radio, heater, leather, loose covers, one owner, 7,000 miles, £750.—R. C. Wimbush, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401.
1954 (February) Ford Zephyr for sale, convertible, still under guarantee, Dorchester grey and red, hide upholstery, power head, fog light, long-range lamp, reversing light, radio and many other extras.
675gns.—Ford Zephyr, 1953 saloon, leather, heater, Lucas pasallight, one owner, small mileage, exceptional, terms, exchange, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

Ford Zephyr Cars Wanted

FORD Zephyr Buyers—Motourists (London), Ltd., 64, North Rd., E. Finchley Station, N.2. (W5018) 2301-2.
TOP price paid for Zephyr or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041.

FORD MERCURY

DICKS
1939 Ford Mercury saloon, privately used, ready for immediate hard wear, not ex-W.D., £225.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.
DICKS
1949 Ford Pilot saloon carefully used, £390.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.
BENTALLS, Ltd.
1950 Ford Pilot, black, brown leather, radio, heater, one owner, £395.—Kings-on-Thames, Kingston 1001.
1949 model Ford Pilot, radio, heater, leather; £355.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100 8676.
1949 Ford Pilot, black leather, very sound, £365.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512.
1949 Pilot, radio and heater, immaculate; £375.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4.
G.W.M. ALFRED'S (1956), Ltd.—1951 Ford Pilot saloon, immaculate condition, above average, £425.—6-7, Warren St., W.1. Euston 3268.
375gns.—Ford V.8 Pilot, late 1950 saloon, leather, heater, one owner, excellent condition; choice of 4 Pilots, terms, exchange.—Rowland Smith, below.
175gns.—Ford V.8, 1936 30hp convertible coupe, ball couplings, carefully used, exceptional condition, terms, exchange, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.
1951 Pilot, black, brown leather, heater, radio, two for amms, one owner, taxed year, immaculate condition, £455. K.J. Motors, Ltd. Ravensbourne 3456.
1950 model Ford Pilot, black, radio, twin speakers, heater, blinkers, cigar lighter, Windtones, screen-washer, Rimbellishers, immaculate, taxed year; £375.—Slough 22515.
WALTER SCOTT, Ltd.—1950 Ford Pilot, black, leather, heater, low mileage, almost new condition, £425.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5914.
1951 Ford Pilot saloon, black, leather, fitted radio, heater, exceptional condition, guaranteed, £425; exchange terms.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968.
ALFRED'S (1956), Ltd.—1949 registered G.W.M. J.B.M. (Ford V.8), competition 4-seater sports tourer, reconditioned engine just fitted, recollined, very attractive; £325 only.—6-7, Warren St., W.1. Euston 3268.
Ford V.8 Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041.

Ford Zephyr Cars Wanted

FORD Zephyr Buyers—Motourists (London), Ltd., 64, North Rd., E. Finchley Station, N.2. (W5018) 2301-2.
TOP price paid for Zephyr or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041.

FORD MERCURY

DICKS
1939 Ford Mercury saloon, privately used, ready for immediate hard wear, not ex-W.D., £225.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.
DICKS
1949 Ford Pilot saloon carefully used, £390.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.
BENTALLS, Ltd.
1950 Ford Pilot, black, brown leather, radio, heater, one owner, £395.—Kings-on-Thames, Kingston 1001.
1949 model Ford Pilot, radio, heater, leather; £355.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100 8676.
1949 Ford Pilot, black leather, very sound, £365.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512.
1949 Pilot, radio and heater, immaculate; £375.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4.
G.W.M. ALFRED'S (1956), Ltd.—1951 Ford Pilot saloon, immaculate condition, above average, £425.—6-7, Warren St., W.1. Euston 3268.
375gns.—Ford V.8 Pilot, late 1950 saloon, leather, heater, one owner, excellent condition; choice of 4 Pilots, terms, exchange.—Rowland Smith, below.
175gns.—Ford V.8, 1936 30hp convertible coupe, ball couplings, carefully used, exceptional condition, terms, exchange, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.
1951 Pilot, black, brown leather, heater, radio, two for amms, one owner, taxed year, immaculate condition, £455. K.J. Motors, Ltd. Ravensbourne 3456.
1950 model Ford Pilot, black, radio, twin speakers, heater, blinkers, cigar lighter, Windtones, screen-washer, Rimbellishers, immaculate, taxed year; £375.—Slough 22515.
WALTER SCOTT, Ltd.—1950 Ford Pilot, black, leather, heater, low mileage, almost new condition, £425.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5914.
1951 Ford Pilot saloon, black, leather, fitted radio, heater, exceptional condition, guaranteed, £425; exchange terms.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968.
ALFRED'S (1956), Ltd.—1949 registered G.W.M. J.B.M. (Ford V.8), competition 4-seater sports tourer, reconditioned engine just fitted, recollined, very attractive; £325 only.—6-7, Warren St., W.1. Euston 3268.
Ford V.8 Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041.

FORD (V.8)

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1950 model Ford Pilot, black, radio, twin speakers, heater, blinkers, cigar lighter, Windtones, screen-washer, Rimbellishers, immaculate, taxed year; £375.—Slough 22515.
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1951 Ford Pilot saloon, black, leather, fitted radio, heater, exceptional condition, guaranteed, £425; exchange terms.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968.
ALFRED'S (1956), Ltd.—1949 registered G.W.M. J.B.M. (Ford V.8), competition 4-seater sports tourer, reconditioned engine just fitted, recollined, very attractive; £325 only.—6-7, Warren St., W.1. Euston 3268.
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1951 Ford Pilot saloon, black, leather, fitted radio, heater, exceptional condition, guaranteed, £425; exchange terms.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968.
ALFRED'S (1956), Ltd.—1949 registered G.W.M. J.B.M. (Ford V.8), competition 4-seater sports tourer, reconditioned engine just fitted, recollined, very attractive; £325 only.—6-7, Warren St., W.1. Euston 3268.
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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041.

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ALFRED'S (1956), Ltd.—1949 registered G.W.M. J.B.M. (Ford V.8), competition 4-seater sports tourer, reconditioned engine just fitted, recollined, very attractive; £325 only.—6-7, Warren St., W.1. Euston 3268.
Ford V.8 Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041.

AMERICAN FORD

SIMPSON'S offer:
1952 Ford convertible, Fordomatic gear, fitted all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/5903.
1951 American r.h.d. Ford, immaculate, £1,155. 4593 Ham 5041.
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506-9.
1951 Ford Custom de luxe saloon, finished black cellulose and fitted heater, radio, air-conditioning, interior and exterior condition like new, right-hand steering and every possible comfort; £995. Terms and exchange at—Johnsons, Ltd., of Nottingham, Established 1918, 247-255, Sherwood St., near Forest Rd., Nottingham. Tel. Nottingham 44568-9.

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham 6041.
PRIVATELY owned Ford 8 or 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768.
CONSUL or Zephyr wanted, also late Prefect.—45, Shireland Park, N.W.4. Hendon 1646.
OFFORD & SONS, Ltd. (Established over 160 years) would like to purchase Ford saloon cars.—67, George St., W.1. Wel. 6999.
XXX H. F. Edwards offer immediate cash for Ford Ford cars.—Details, please, to 26 30, Upper High St., Epsom, Surrey. Tel. Epsom 9400.

Ford Spares and Service

NORMAND, Ltd.
THE best service ensures a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 3665.
ALLAN TAYLOR (MOTORS), Ltd.
HIGH St., Wandsworth S.W.18
MAIN Ford dealers
LARGE stock of genuine Ford parts
VANDYKE 4433 (5 lines).
FRANK G. GATES, Ltd., High Rd., Woodford Green and all spares.
WE have one of the biggest stocks of Enlo spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconition engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grange-road 1156.
UTILITY—FORD OR OTHER BODIES
1953 Fordson Utilecon 10cwt 7-seater, 10,000, metal, green, heater, mail, taxed year, as new, cost £665, except £300.—Mee, Norton, Preston 1557.

Ford Spares and Service

FRAZER NASH 1953 Targa Ford, 140bhp Bristol engine, genuinely as new, ice blue with blue leather, spare wheel in wing giving extra large boot. Apply A.F.N. Ltd., or Brooklands, Bond St. [2855]
Frazer Nash Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham 6041.
FRAZER NASH-B.M.W.
SLOCUMBS, Ltd.
1937 Type 329, in striking colour scheme of maroon and black with grey interior, excellent 1200 new hood, £295, H.P. terms and exchanges, cars or motor cycles.—Slocumbs, Ltd., Dudden Hill Lane, Willesden Green and Giddeston, W.10. [C401]
MAIDSTONE ENGINEERING Co.
1947/8 Frazer Nash-B.M.W. this is the famous 2-seater sportsman's roadster Type 329 model capable of well over 100 m.p.h., finished in immaculate maroon with black leather interior, this car has only covered 29,000 from new and is in remarkably good condition, fitted many extras, taxed for the year and ready for immediate use, £575. [C547]
PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars"
1937 Type 45 B.M.W. 2-door saloon, recent £100 overhaul; £175.—Woking Motors (Maybury Hill, Ltd. Woking 1928.
1938 Type 520 saloon, an exceptional example of this sought after model; £245; terms, exchange.—Searle, 45, Park Rd., Hampton Hill, Molesey 8614.
175gns.—Frazer Nash-B.M.W. 1939 2-litre Type 320 Continental sports saloon, 1 h.d., good condition, choice of 3 Frazer Nash-B.M.W.s, terms, exchange, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.
Frazer Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham 6041.
Frazer Nash-B.M.W. Spares and Service
REPAIRS at reasonable prices! Parts, reconditioned shock absorbers, gear boxes, engines.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647.

FRAZER NASH

FRAZER NASH 1953 Targa Ford, 140bhp Bristol engine, genuinely as new, ice blue with blue leather, spare wheel in wing giving extra large boot. Apply A.F.N. Ltd., or Brooklands, Bond St. [2855]
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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

ROSE & YOUNG, Ltd., offer:—
1949 Healey Sportsmobile drop head 4-seater sports, fitted H.M.V. radio and heater, exceptional condition, cost nearly £5,000 new, blue, £665—65-69, Strentham Hill, S.W.2 (one minute Strentham Hill Station), Tube Hill 6464. [C3057]

GUY SALMON AUTOMOBILES, offer:—

1953 Healey F-type Abbott coupe, 6,000 miles, H.M.V. radio, as new, £1,450—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—

1952 Healey Tickford saloon, F type chassis, bronze, red leather, radio, one owner, beautiful car, £1,195.

1951 Healey Tickford saloon, finished black, red leather, radio, heater, spotlamp, many extras, immaculate condition throughout, £895.

1951 Healey Abbott coupe, finished black, red leather, new beige hood, immaculate condition throughout, £850.

H. BARTLETT—Healey 1953 F type drop head J coup., 10,000 miles, £1,275.

HEALEY-NASH 6-cylinder, overdrive, 100 mph cruising, 20 mpg, very attractive drop head, £1,050.

HEALEY 1951, recorded mileage 11,000, Abbott drop head, £795.

HEALEY-DUNCAN saloon, 200 miles only, £750.

HEALEY 1949 Elliot saloon, many extras, £665; exchanges and deferred terms—27a, Pembroke Villa, W.11, Bayswater 0523. [C1015]

1952 Healey 2½-litre drop head coupe, black, one owner, radio, £1,050.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1, Eus. 6611. [C2023]

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

BROOKLANDS—Sole concessionaires, Healey, stock new 4-seater saloon by Tickford, and coupe 17 Abbott. [C1000]

1952 Healey Tickford saloon.

1951 Healey-Abbott coupe and Tickford saloon.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029]

1952 Alvis-Healey 3-seater convertible, 100 mph, 23mpg, every conceivable extra, superb condition, £995—Richards & Carr, 35, Kinnerton St., London, S.W.1, Sloane 5424. [C3046]

1952 Healey Tickford saloon, extras, balanced wheels, aluminium brake drums, underseal, windscreen washers, H.M.V. wireless, mechanically excellent, immaculate paint and upholstery, service record available, 100mph, 25mpg, £1,175—J. Blake & Co., Ltd., Bold St., Liverpool, Tel. Royal 6622, Telegrams, Autocar, Liverpool. [C1001]

SILVERSTONE Healey, 1949, just fitted h.c. pistons, heavy valve springs, matched and enlarged ports, engine balanced by manufacturers, bore wear infinitesimal, all bearings perfect, 5,000rpm in top gear, a very fast Silverstone, recently resprayed by manufacturer, nearly new Road Speeds all round, Lifeguards, new batteries, dual windscreen wipers fitted, good hood and side curtains, new seats in Dunlopoid, 2200b reading on compression gauge, immaculately maintained and absolutely perfect in every respect, 26mpg driven fast, never raced, only reason for sale is a d. £620—Box 5819. [C1001]

Healey Cars Wanted

PERFORMANCE CARS urgently require Healeys—Great West Rd. Brentford Middlesex, Ealing 8841. [W3041]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Healey—Hamstead (Tube), N.W.3, Ham. 6041. [W4018-R]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, urgently require Tickford & Elliott saloons, also Abbott coupes. [W1001]

HILLMAN 10

ACRES offer:—

1952 Hillman Minx, black with red leather upholstery, indistinguishable from new, £595.

ACRES AUTO, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4, Tel. Macaulay 2211-2. [W4018-R]

CAR MART, Ltd.

1952 Hillman Minx saloon, heater, £365—Car Mart Ltd., 382, Strentham High Road, S.W.16, Strentham 0054. [C1039]

GATHEHOUSE offer:—

1949 Hillman Minx saloon, excellent condition, guaranteed, £495—Gatthehouse Motors, Ltd., Highgate Village, London N.6, Tel. Mountview 4444. [W4018-R]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1949 Hillman Minx saloons, black, choice of 3, taxed, £445—Metropolitan Motors, Herts, Lane, Acton, W.5, Acton 5064. [2918]

REGENT SERVICE GARAGE.

AUTHORISED Hillman retailers and stockists, spares and service.

OFFER:—

1948 Hillman Estate car, Phase II, steering wheel change, bargain, £365.

1947 Hillman Minx, black, maroon cloth and leather, heater, fog lamp, S.S. roof taxed year, £345, standing example, maximum exchange allowance, finance facilities, will demonstrate anywhere, £345.

CONSULT us for delivery and part exchanges on new Minx.

291 N.203, Ballards Lane, North Finchley, London, N.12, Hillside 4011/4405. [3463]

ELM AUTOSALES, Ltd., offer:—

1950 (Aug.) Hillman Minx Phase 4 saloon in grey with 23mpg, heater, whole car in faultless and unmarked condition, £495.

1946 Hillman Minx drop head coupe, in black, excellent and unmarked condition throughout, £345—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19, Cherrywood 1615.

HILLMAN 10

HAROLD SIMONS, Ltd., offer:—

1953 Minx Coronation saloon, one owner, 5,000 miles, £665, trade enquiries welcomed, 3 months' written guarantee, free service after sale, exchanges deferred—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes Trolley, East Finchley Tube), Finchley 0052-55-54. [C4065]

B. J. HUNTER, Ltd., offer:—

1951 Hillman Minx saloon, immaculate condition, £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6305. [C2040]

PHILIP RICKARDS, Ltd., offer:—

1953 Hillman Minx coupe, green, as new, low mileage, taxed, part exchange, deferred terms—3, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. [C3051]

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx Mark VI saloon, black, 6,000 miles, £665, another in blue, similar mileage.

1952 Hillman Minx Mark V saloon, grey, 11,000 miles, £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C4045]

C. M. I. CAR SALES (Pri. 66250), offer:—

1951 Hillman Minx saloon, black, brown leather, good condition, £515.

THREE months guarantee; terms; list on application.

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Phase IV Minx saloon, 8,000 miles, one owner, fitted heater, taxed year, as new, £660.

1952 series Hillman Minx drop head coupe, fitted with P.V.C. hood, in excellent condition throughout, £375.

1950 Minx saloon, one owner, low mileage, £100 extras, £535.

1939 Hillman Minx saloon, taxed year, very good condition, £250, choice of many others—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8064-5. [C4023]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 (April) Hillman 10 drop head coupe, highly recommended, £330.

1947 (Oct.) Hillman Minx, one owner, saloon, sun roof, well maintained, £520.

AUSTIN HOUSE, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [C4004]

220 miles, 1954 Hillman, one week old—Weybridge 600.

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—

1952 Hillman Minx coupe, finished black, beige leather hood, beige upholstery, excellent condition, £595. [C1001]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1948 Hillman Minx, colour green, good condition, £395.

MARLBOROUGH WORKS, Kenton, Tel. Wandsworth 3634 and 3636. [C1006]

1948 saloon, grey, blue interior, excellent condition throughout, £415—Below.

1953 (October) Californian hard top, cream and black heater, 4,000 miles, as new, £750—Robins, East Putney, Tel. 4261. [C3010]

PHENIX MOTOR CO. (SURREY), Ltd., for all Rover Group products, specialists in purchase and sale of GUARANTEED used Hillmans.

A SELECTION from our stock:—

1953 (March) Hillman estate car, Mark VI, finished in green with brown interior, fitted Rootes heater, Ace Rimblishers, fog lamp, etc., one owner, 25,000 miles only, showroom condition throughout, £695.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHENIX MOTOR COMPANY (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey, Vicarage 1121. [C3044]

1385—Hillman 10 1947 drop head coupe, excellent many others, cellulose, hood, mechanical condition, etc.

BENMOTORS, 1, Clarendon Rd., Holland Park London, W.11, Park 5066-7. (50 yds. Holland Park Tube) Exchanges, h.p. [C1017]

1950 Phase IV Hillman Minx, heater, £450—Vare Motors, 472, Archway Rd., Highgate, N.6, Mountview 9039 and 5306. [C4074]

1946 Minx convertible, immaculate, £385—Jack Pozner (Autos), 395, Hendon Way, N.W.4, Hendon 1423-4. [C3063]

1946 Hillman 10, choice 2, excellent condition, fully guaranteed, £305—A.Z. Motors, 106, Palmerston Rd., N.W.6, Mal. 4725. [C1011]

1953 Hillman Minx Coronation saloon, black December in excellent condition, fitted heater, taxed.

DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266. [C1070]

1939 Hillman Minx, excellent, £215—Kirkdale Cars, Cobbs, Corner, Sydenham, S.E.26, Sydenham 6129. [C2066]

HILLMAN, 1946, excellent condition, £330, seen Saturday, Sunday mornings—German, 46, Shelley Gardens, North Wembley. [3391]

1947 Hillman Minx coupe, blue, an attractive clean car, £375—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1, Euston 4511. [C4040]

1953 Hillman Minx, 4,000 miles, one owner, as new, £675—Bells Service Garages, 144, Kingston-on-Thames, Kingston 1185. [C4056]

1953 Hillman Minx Mk VI, maroon, radio, 7,000 miles, £665—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5, Fremantle 8401. [C4056]

1953 Hillman Californian, ivory and black, heater, fog lamp, £695—Stratstone 40, Berkeley St., W.1 (Mayfair 4404). [C4022]

HILLMAN 10

1951-2 Hillman Minx Phase V saloon, grey and genuine 15,000 miles, taxed year, £575—Below.

1952 Hillman Minx coupe, green one owner, low mileage, exceptional condition, taxed year, £595—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

1953 (Oct.) Californian, hard top, fitted heater, etc., speedo reading 1,100 mis., unmarked, £765—Imperial Garages, Dickson Rd., Blackpool, Tel. 21594. [5325]

1951 Minx Mark IV saloon, low mileage, late part-throughout, £515—Richards & Carr, 35, Kinnerton St., London, S.W.1, Sloane 5424. [C3045]

299 1947 Minx coupe, clean, attractive condition, work, good hood, excellent mechanical condition, unquestionable bargain—Home & Overseas Motors, 160 Finchley Rd., N.W.3, Hampstead 0067-8-9. [3356]

PRIDE & CLARKE, Ltd., 1953 Hillman Minx Phase VI saloon, black/red leather, 7,000 miles, heater, £595, 1946 drop head coupe, black/blue leather, £510; 3 months' guarantee; terms, exchanges; lists—156, Stockwell Rd., S.W.9, Brixton 6251. [C3068]

1144 Hillman Minx de luxe saloon, only one owner has driven this vehicle for the past 20 years with a yearly mileage of under 3,000; this whole vehicle is in specimen condition and the finest example that you could find, 3 months' guarantee; hire purchases, exchanges.

LANE OF WOOD GREEN, Finchley Showrooms, L 421-423, High Rd. Finchley, N.12 Finchley 6221. (East Finchley Underground). [C2052]

565 ms.—Hillman Minx, September 1952 Phase V saloon, pastel green, fawn upholstery, heater, one owner, small mileage, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hamstead (Hamstead Tube), Hampstead 6041. [C4018]

HILLMAN 14

£185—1340 Hillman 14 saloon, black, taxed year, bargain, Haverstock Garage, Haverstock Hill, N.W.3, Gulliver 2662. [C2072]

HILLMAN 21

HILLMAN 21 7-seater limousine, almost new condition, £275—Autowork, Ltd., Winchester, Tel. Winchester 4834. [C1010]

Hillman Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Hillman—Hamstead (Tube), N.W.3, Ham. 6041. [W4018-R]

R ROOTES, Ltd.,

D DISTRIBUTORS.

R REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

M MANCHESTER—129, Deansgate (Blackfriars 6677).

M MAIDSTONE—(Maidstone 2353).

C CANTERBURY—(Canterbury 3252).

W WROTHAM HEATH—(Borough Green 4).

R ROCHESTER—(Chatham 2251).

R ROOTES, Ltd., Devonshire House, Piccadilly, W.1, Tel. Grosvenor 3401. [W1018-R]

EMA Ltd., Grove Rd., Southsea, Portsmouth 2168. [0409-R]

G GOOD Minx wanted; immediate cash—Lin. 1604 or W5048.

A LOW mileage Minx required from private owner—Elmes, 24, Argyll Rd., Ilford, Ilford 0526. [3491]

W WHY accept less for your Hillman Minx saloon or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. [W2002]

H HILLMAN Buyers—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2, Tudor 2301-2. [W3018]

T TOP price paid for Hillman or similar type car; trade or privately—54, Strentham Hill, S.W.2, Tube Hill 2676. [W3016]

B BIRMINGHAM and Midlands—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0096-R]

N NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes—R. Cripps & Co., Ltd., Parliament St., Nottingham, Tel. 46361. [0552-R]

Hillman Spares and Service

N NORMAND, Ltd.

T THE best service ensures a longer car life

B BRING your car to 405-9, King St., W.6, Riv. 3665. [0235]

L LONDON & COUNTIES MOTOR MART, Ltd.

H HILLMAN repair specialists (30 years), well-equipped works servicing, rearing, and complete overhauls; spare parts stocked—79-81, New King's Rd., Fulham, S.W.6, Renown 1183. [0676-R]

B BARKING—For full stocks of spares and genuine Hillman parts for Hillman owners come to Albons Garage, Ltd., 105-7, Longbridge Rd., Barking, Tel. Ripleyway 1285. [0436-R]

R REPAIRS at reasonable prices; parts, gears, reconstructions, guaranteed gear boxes, engines, suspensions, shock absorbers, trade discount—Tarrant & Fraser, 10, Winchester Mews, N.W.3, Primrose 2647. [0555]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HOTCHKISS

1939 Paris-Nice saloon, low mileage, heater and many extras; £365, terms, exchanges. Searle, 45, Park Rd., Hampton Hill, Middlesex. Molesey 4614. (C4069)

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for H.R.G.—Hamstead (Tube), N.W.3. Ham. 6041. (C4069)

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunninghamham 5956-7-8. (C1094)

HUDSON

£65—Hudson drop head coupe, new tyres, clean car. Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

£265—1939 Hudson 22 drop head fourseater coupe, very attractive, maroon, cream wheels; £100 down—Below.

£195—1939 Hudson 22hp 6-seater wooden body utility; a bargain at £80 down—Below.

£165—1938 Hudson 22hp 4-door saloon, a nice runner and quite clean; £75 down—Below.

£195—1940 Hudson 28hp Country Club saloon, black, brown hide; a bargain at £65 down—Below.

£145—1939 Hudson 1937 model 22hp saloon de luxe, also choice 1938 17hp saloon; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

Hudson Spares and Service

MANCHESTER—Hudson spares and repairers.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (0861 R)

REPAIRS at reasonable prices; parts, gears, reconstructions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647.

HUDSON MOTORS, Ltd., Great West Rd., London. W.4. Chiswick 5621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. (0365 R)

HUMBER

ACRES offer:—

1953 Hummer Super Snipe, 6 months old only, black, red leather upholstery, fitted with heater, 9,000 miles only, one owner, immaculate, £1,005.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. CAR MART, Ltd.

1948-49 Hummer Pullman limousine, radio, heater; £275.—Car Mart, Ltd., 320, Euston. N.W.1. Euston 1212. (C1039)

TOM GARNER, Ltd., offer:—

1953 Hummer Hawk Mark V saloon, black, heater, 4,500 miles only; £895.

1952 Hummer Imperial Mark III 7-passenger saloon, heater; £1,195.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

SAUL & SLATTER, Ltd., offer:—

1952 Hummer Super Snipe, 8,000 miles only, H.M.V. radio and loose covers; £795.

44-46, Aldermans Hill, N.13. Tel. Palmers Green 3631-2-3. (C4002)

OVERSEAS CARS, Ltd., offer:—

1950 Hummer Super Snipe, black, fawn, heater, one owner, 22,000-odd miles, condition immaculate; £575.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. (C5031)

WARWICK WRIGHT, Ltd., offer:—

1953 (series) Hummer Hawk Mark V saloon, black, heater, 15,000 miles; £855.

1951 Hummer Pullman Mark III, 7-passenger limousine, black, radio and heater, 22,000 miles; £1,395.

1951 (October) Hummer Imperial Mark III saloon, bottle green, 15,000 miles; £1,275.

1950 Hummer Hawk Mark III saloon, satin bronze, radio and heater, 28,000 miles; £575.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

GUY SALMON AUTOMOBILES, offer:—

1950 Hummer Super Snipe drop head coupe, very good condition; £685.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

E.M.A., Ltd., Grove Rd. South, Southsea.

1954 (March) Hummer Hawk saloon, colour desert sand with red upholstery, fitted heater, etc., 2,400 miles only; £625.—E.M.A., Ltd., Rootes Group Distributors, Grove Rd. South, Southsea, Portsmouth 2168. (2095)

GORDON CARS (LONDON), Ltd., Spe. 4701.

1948 Hummer Hawk saloon, grey/grey upholstery, radio/heater, Ace wheel discs, extra door locks, immaculate; £585.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube Station), N.W.11. Spe. 4701. (3174)

AUTOMOBILE & AIRCRAFT SERVICES Ltd.

100% Rootes Group dealers.

1948 Hummer Hawk saloon, excellent condition; £425.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). (C1008)

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Hummer Hawk saloon, one owner, 12,000 miles, fitted radio and heater, general condition as new; £850.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

HUMBER

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Hummer Super Snipe, colour green with beige leather upholstery, mileage 55,000; £575.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6597-8-9. (C1037)

1948 Hummer Hawk, good condition; £575.

SCOTT CARS, 147, Finchley Rd., London, N.W.3. Hamstead 2100 8676. (C4016)

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 Hummer Snipe 12hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651. (C4009)

1951 (July) Hummer Super Snipe, colour bronze, excellent condition; £625.

PARSONS & PARENTS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. (C5036)

PHENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of GUARANTEED used Humbers.

WAIT a moment! Have you asked if we have a car in stock to suit your requirements and what price we will allow you on your present car? There are many advantages in dealing with a Company who give you a "good deal" for your money and "after sales" service, don't delay—ring us now! Vigilant 1121.

HIRE purchase and your car wanted in part exchange.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. (C5044)

£275—1938 Hummer 16 sports saloon, fast and attractive car;—Tudor 6013. (3592)

LATE 1949 Super Snipe, black, brown leather, unmarked throughout, really worth double; £445.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield, Tel. 410. (C1025)

1951 (June) Hummer Super Snipe, grey, heater, one owner, moderate mileage, taxed year; £550.—Below.

1951 Hummer Super Snipe, one fastidious owner, colour green and beige, taxed year, complete history supplied, whole car in immaculate condition; £615.—R. S. Mead (Sales), 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C5011)

1949 Hummer Super Snipe, radio, showroom condition; £255.—Campbell Symonds & Co., Ltd., Arnold 7771. (C1057-1)

1950 Hummer Super Snipe Tickford coupe, green, excellent, radio, heater, Tickford, Ltd., Temple Bar 3358. (C4029)

1953 (June) Hummer Hawk sal., one owner, black, 11,000 miles, unmarked.—Tickford, Ltd., Temple Bar 3358. (C4029-1)

G & M ALFRED (1954), Ltd.—1952 Hummer Hawk saloon, superb—6-7 Warren St., W.1. Euston 5284. (C1005)

1947 Hummer Super Snipe saloon, guaranteed; £445.—Park Garage, Oldfield, 389, Kensington High St., W.14. Wes. 6351. (C3029)

1951 Hummer Hawk, black, in very nice condition; £599.—Gordon Wooderson, 45a, Drenth Rd., S.W.16. Streatham 6635. (C4059)

1951 Series (Dec., '50 registration) Hummer Super Snipe, grey, 50,000 miles, covers carefully maintained; £840.—Orchard 241. (5207)

1952 Mark IV Hawk, black and beige, heater, exceptionally clean car; £675.—Campbell Symonds, Perivale 4456. (C1037)

1952 Hummer Super Snipe saloon, all extras, superb condition; £625.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199.

1953 Hummer Hawk, 6,000 miles, heater; £815.—Claxton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050-1)

1950 Hummer Hawk saloon, black, brown leather, very clean; £525.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandwyke 1166. (C405)

1949 Hummer Super Snipe, black, very good condition throughout; £455.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7006. (C3049)

1949 Hummer Super Snipe saloon, excellent condition throughout, colour grey; £455.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.5. (1507)

TANKARD & SMITH, Ltd., offer: 1951 Hummer Hawk, black/brown leather, heater and radio, excellent condition throughout; £625, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. (C4026)

7-PASSENGER, 1946/48/50/52 Limousines and Imperial Saloons, also private 1952-59 Limousines urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2841. (W1706)

£575—1950 Hummer Hawk de luxe saloon, one owner, speedometer reads 12,000, and whole vehicle looks beautiful, leather upholstery, sun roof, heater, etc., etc.; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

7000 miles guaranteed, 1950 (March) Pullman limousine, radio and heater front and rear, electrically operated division, spare tyre unused, taxed year, whole car new condition; £1,150.—Atkinson, 120, Lee High Rd., S.E.13. Lee 1647. (3444)

HUMBER Super Snipe Mark 4 saloon, powered by Perkins 6-cylinder diesel engine, registered 16th May 1954, 2,000 miles only, please request full history; £1,295.—Claxton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

1951 Hummer Hawk, perfect condition, 25,000 miles, Motorola radio, Rootes heater, Rued bellishers, overriders, twin fog lamps, link mats, View-masters, 5 new tyres; £620.—27, Arundel Rd., Eastbourne, Tel. 7317.

£595—1951 Hummer Super Snipe saloon, previously owned by wealthy London stockbroker, now retired and living permanently abroad, this car has rarely been out of the London area, mileage is moderate and regular maintenance has been carried out by distributors, built-in heater, Regency tailored seat covers, suit really discriminating purchaser.

CAMDEN MOTORS, Leighton Buzzard 2641. Write for catalogue, open all day Whit-Monday. (C1055)

HUMBER

SUPER Snipe (August 1951), green, fawn hide, under-sealed when new, Radiomobile, heater, screen washers, Flamethrower, fog lamp, one owner, immaculate condition throughout; £700 or near offer.—Best, 17, West Parade, Lincoln. Tel. 8741 during business hours. (3430)

A & S LIMOUSINES—offer extensive selection low guarantee certificate, ready service.

LIMOUSINES, 1947, mitted ede Pullman, partition, L leather throughout, forward occasional, black, meticulously maintained. £695.

LIMOUSINES, Selection privately chauffeured Humbers, 1949-50, partition, forward occasional, black, radio, heater, ready service, guarantee certificate, from £625.

7-Passenger 1951 Imperial Saloons, leather, heater, radio, black, genuine low mileages, selection from £925.

LIMOUSINES, 1951 Pullmans, leather throughout, L also cloth, heater, radio, first class condition cars, modern from £945.

1952 Pullman, partitioned Limousines, exceptional range small mileage Humbers, competitive prices. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2841. (C1006)

Humber Cars Wanted

R R COTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411)

ROCHESTER.—(Chatham 2251.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 5535.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 5252.)

R R COTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0106/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Humber.—Hamstead (Tube) N.W.3. Ham. 6041. (W4318/R)

EMA Ltd., Grove Rd. Southsea, Portsmouth 2168. (0410/R)

TOP prices paid for 1950-51-52 Pullman limousines, Woodall Nicholson, Ltd. Well Lane, Halifax, Tel. 4231. (0550/R)

TOP price paid for Humber or similar type car, trade or privately.—54 Streatham Hill, S.W.2. Tube Hill 2676. (W5016)

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0086/R)

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 46581. (0553/R)

Humber Spares and Service

THE Humber specialists for all spares.—Ring Up Linds 3637. See advt. under Parts & Accessories. (0398/R)

REPAIRS at reasonable prices; parts, gears, reconstructions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647.

H.R.G.

1947 1100 H.R.G., well maintained; £400.—H.C.L., Bidden, West Coast, Middleton, Bognor Regis, Sussex. (1535)

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors

SELECTION of all models at attractive prices

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4441.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843)

BRISTOL (Bristol 21326)

BOURNEMOUTH (Bournemouth 6514)

NORTHAMPTON (Northampton 907)

CAMBERLEY (Camberley 77)

HOUSLOW (Houslow 3454)

FINCHLEY (Finchley 0981)

GREAT West Rd. (Raike 3477) Official Jaguar Service Station

CAMDEN TOWN SERVICE STATION (Guliver 4141)

HENLYS, Ltd., England's Leading Motor Agents. (0027/R)

ACRES offer:—

1951 Jaguar XK120, finished blue and silver, never used competitors, as new; £975; choice of two others.

ACRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tube Hill 1909. (C1002a)

ACRES offer:—

1952 Mark VII Jaguar, grey with red upholstery, very nice condition; £1,025.

1951 Jaguar XK120, green, beige leather upholstery, fully modified, never been raced, choice of 3; from £925.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SLOCUMBS, Ltd.

XK120 1951, completely unmodified chassis, un-raced, in very pleasant order inside, outside and mechanically; £855, h.p. terms and exchanges, cars or motorcycles—Slocums, Ltd., Duden Hill Lane, Wilkesden 4869 and Gladstone 9548. (C4017)

AUTOMOBILIA, Ltd. offer:—

1949 3½-litre Jaguar foursome convertible coupe, silver grey, grey leather, heater, foglamps, excellent condition; £475.
1938 3½-litre Jaguar foursome drop head coupe, black with red leather, radio, excellent condition; £265—Automobilia, Ltd., Pippbrook Garage, Dorkins 4304, 3591. (C1089)

ROSE & YOUNG, Ltd. offer:—

1951 XK120 sports 2-seater, exceptional condition, fitted modifications, silver; £795.
1949 Jaguar Mark V 3½-litre, fitted radio, one owner since new; £585.
1948 Jaguar 1½-litre special equipment saloon, exceptional condition, black; £485—65-69, Sternhold Ave., Streatham Hill S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6564. (C5057)

CHARLES POLLETT, Ltd. offer:—

1949 (Oct.) Jaguar Mk. V sal., black, radio, modified rear wheel covers, 43,000 miles; really superb order since new; £585.
SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266. (C2010)

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956.

SEYMOUR & CLEMENTS, Ltd. offer:—

300 miles only, 1954 Jaguar Mark VII, black, brown leather, as brand new—38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. (C4007)

DUNCAN HAMILTON & Co. offer:—

1951 Jaguar XK120 roadster, 15,000 miles only, special golden beige finish with beige and red interior, fitted heater, Marchal spotlights, loose covers, window washers, unmodified and undoubtedly the finest example available; £895—33, High Rd., Byfleet, Surrey. Byfleet 3101 day and night. (C1091)

RICHARDS & CARR always best value.

1953 XK fixed head, 10,000 miles, black; £1,325.
1951 XK 2-seater, choice of two; from £795.
35 Kinnerton St. London, S.W.1. Sloane 5424. (C3945)

GUY SALMON AUTOMOBILES, offer:—

1954 model Jaguar XK120 fixed head coupe, 4,000 miles, black red leather, indistinguishable from new; £1,496—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

BRADSTOCK MOTORS, Ltd. offer:—

£825 1951 Jaguar XK120, finished in most attractive duo colour, fitted loose covers, heater, washers, rad. blind, indicator, standard model, never raced, an outstanding example of this famous car—Chase Rd., Epsom, Tel. 5696-7. (C1090)

PETER BANTOCK CAR SALES offer:—

1951 Jaguar 3½-litre Mark V saloon, black with brown leather, one owner from new, in beautiful condition throughout, guaranteed 24,000 miles, only £705—104, High Rd., Chislewick 2745-5670.

LAMBS OF WOOD GREEN, the Jaguar specialists.

£1077 1952 series Jaguar Mark VII saloon, magnificent condition throughout, excellent bargain. (C1050)

£699 1950 Jaguar Mark V de luxe saloon, beautiful throughout, choice 2 others—Below.

£499 1949 Jaguar 3½ de luxe saloon, most carefully used, specimen condition—Below.

£485 1948 Jaguar 2½ de luxe saloon, magnificent and beautiful condition, only wants seeing—Below.

£485 1948 Jaguar 1½ de luxe saloon, only two owners, 24,000 miles on speedometer, beautiful condition—Below.

£395 1947 Jaguar 2½ or 3½ saloons, both excellent and bargain price—Below.

£245 1951 Jaguar 2½ de luxe saloon, excellent condition, very carefully maintained, only wants seeing, 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

COOMBS & SONS (GUILDFORD), Ltd. offer:—

1954 Jaguar Mark VII saloon, mileage since new only 600; £1,525.

1953 Jaguar Mark VII saloon, colour black with red leather upholstery, mileage 5,000, one owner since new; £1,450.

1953 Jaguar Mark VII saloon, colour green with green leather upholstery, fitted with heater and radio, one owner since new; £1,375.

1953 Jaguar XK120 fixed head coupe, fitted with full racing modifications, including wire wheels, one owner since new; £1,450.

1953 Jaguar XK120 drop head coupe, left-hand drive, colour cream with red leather upholstery, mileage 10,000, fitted with full racing modifications, including wire wheels; £1,225.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth C 401, Guildford. Guildford 62907-8-9. (C1057)

D. J. SHEPHERD & Co. (ENFIELD), Ltd. offer:—

1950 Jaguar Mark V saloon, black, brown hide interior, fitted radio, heater, etc., one owner, taxed; £68—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (C4009)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481/2-3, offer:—

1952 Jaguar XK120 open 2-seater, finished metallic blue R-compression modifications, immaculate condition; £995. (C1001)

JAGUAR

JAGUAR

1951 Jaguar Mark V saloon, gunmetal, blue upholstery, one owner; £795.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. (C1015)

BARTLETT—Jaguar 1953 Mark VII saloon, 10,000 miles only, as new; £1,295.

J. H. BARTLETT—Jaguar XK120 fixed head coupe, many extras, beautifully maintained; reduced to £995—21, Pembroke Villa, W.1. (C1015)

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

DECEMBER 1948 Jaguar 2½-litre; £465—Beardmore, 26, Queensway, W.2. Bayswater 0136. (C1015)

BEARTS OF KINGSTON, Jaguar specialists, sales spares, repairs—102, London Rd., Kingston Tel. Kin. 3548. (C081/R)

1947 Jaguar 3½ saloon, guaranteed; £345; rayments—Oldfield, 386, Kensington High St., W.14. Wes. 6331. (C0929)

1949 Mark VIII 3½-litre saloon, grey, 26,000 miles, excellent condition; £650—Rouina, Putney. Tel. 4581. (C3010)

1952 Jaguar Mark VII saloon, gun metal with grey upholstery, 12,000 miles only, many extras, absolutely as new; £1,240.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. (C4055)

1951 Jaguar Mk. 5 drop head coupe, radio, mileage only 23,000, the whole car is practically in original new condition; £975.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2025)

1946 Jaguar 1½-litre saloon, really outstanding, inspection invited; £395—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129.

1952 Jaguar Mark VII, 18,000 miles, radio, extras, silver red, as new, taxed; £1,095—Knight, 41 The Downs, S.W.20. Wimbledon 4362. (C1529)

1951 Jaguar Mark VII saloon, heater, radio, £975—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. (C4074)

1952 Jaguar Mark VII, 14,000 miles, heater and 59, Cadogan Lane, S.W.1. Sloane 4126. (C4076)

1952 Jaguar Mark VII saloon, lavender grey with red upholstery, radio, low mileage, excellent condition; £1,150—Coventry & Jeffs, Bristol 20091. (C1450)

1949 Jaguar 3½-litre saloon, metallic grey, red leather, heater, excellent condition; bargain at £395—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. (C1050)

JAGUAR Mark V 1950, colour honey beige, hide interior, fitted radio and heater, absolutely unmarked throughout and in first-class mechanical condition; £725.

LISLE GARAGES, Ltd., 50-52, Broad St., Birmingham, Midland 5574. (C3416)

1950 Mark V Jaguar saloon, radio and heater, excellent condition throughout; £675—R. S. Currie & Co. Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. (C1065)

1952 Mark VII, grey, blue leather, 20,000 miles, one owner, supplied and maintained by us, taxed year; £1,095—K.J. Motors, Ltd., Bromley, Ravensbourne 459. (C3502)

1952 (August) Jaguar Mark VII saloon, black, genuine mileage 9,450, new condition; £1,095, trade enquiries welcomed; terms, exchanges—A. E. Palmer Motors, Ltd., Luton 4212. (C1476)

1951 Jaguar Mark V 3½-litre saloon, black brown leather, radio, heater, screen spray, mileage 10,000, one owner, in excellent condition; £815—Alec Bennett, Ltd., Southampton, Tel. 54081. (C0554)

1949 Mark 5 3½-litre Jaguar, 15,000 miles only, black, immaculate; £795—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

1951 Jaguar Mark V convertible in most lovely condition; £962—Luton & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. (C4036)

1950 Jaguar Mark V saloon, radio, heater, one owner, immaculate condition throughout, taxed December; £665—Featherstone Car Sales, Hendon 3624. (C3485)

EXECUTOR'S sale—1954 (January) Jaguar Mark VII saloon, guaranteed mileage under 2,500, black, red leather, heater, screen washers, rim emblems, taxed year, absolutely as new and unmarked; £1,450.

K.L.M. MOTORS, Ltd., 101, Brighton Rd., Coulsdon, Surrey, Tel. Uplands 4841. (C3290)

1954 (March) Jaguar Mark VII saloon, fitted with overdrive, Motorola radio, black tan, very low mileage, taxed—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (C3470)

1950 Mk V 2½-litre, grey, grey leather, radio, heater, taxed Dec. 25,300 miles, in fine order; written 3 months' guarantee; £645; terms, exchanges—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. 556. (C3167)

1952 Jaguar Mark VII sun saloon, in opalescent mist green, radio and heater, taxed year, low mileage, indistinguishable from new; £1,095; consider part exchange—14, Offington Gdns., Worthing, Sandown 549. (C4027)

1952 Jaguar Mark VII saloon, 20,000 miles, black with brown hide, radio, new tyres and safety tubes, one owner; £1,085; will consider exchange for new Rover 30—F. Jennings, Sandbach, Cheshire, Tel. 262. (C3319)

1950 Jaguar Mk. V 3½-litre saloon, sliding roof, gunmetal, faultless condition and performance throughout, genuine 24,000 miles; works report; any trial or examination—Giles, Catton Grange, Norwich 23880. (C3422)

DISTINGUISHED Indian gentleman returning home, wishes to dispose of his Jaguar Mark VII; this superb Oct. 1952 model in twilight blue, chauffeur driven over 14,000 miles, is worth £1,200—Letter to A. Crilly, 2, Brewer St., Oxford. (C3410)

S1800 Competition 2-str., resprayed British racing green, new hood and tonneau cover, first class mechanically, a genuinely unblemished specimen; £395—Parties Car Sales, 50, The Pantiles, Tunbridge Wells Kent Tel. Tunbridge Wells 3385. (C3431)

JAGUAR

£195 1951—Drop head coupe, 1½-litre 14hp 1938 full touring model, attractive body styling finished black with red leather interior, excellent hood. Ace wheel discs; goes particularly well and can be recommended for its mechanical order.

£495 1951—1½-litre sports saloon, 1948, Jan. delivery, special equipment model with built-in heater, long-range head lamps, pass lights and wheel upholstery, air conditioning, screen-washers, one previous owner; the whole car excellently maintained and complete with instruction manual and full kit of tools as issued when the car left the factory; one of the best we have handled. (C3265)

£495 1951—2½-litre drop head foursome coupe, 1949, right hand drive, very scarce and most desirable model, beautifully finished in black, grey hide upholstery, air conditioning, screen-washers, one previous owner; the whole car superbly maintained. (C3265)

£395 1951—3½-litre saloon, 1947, bronze, red leather, coachwork recoloured last year, fitted discs, pass lights; a nice car.

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue, open all day Whit-Monday. (C1035)

1951 Jaguar Mk. V, black, red leather, 28,000 miles, radio heater, taxed Dec., ex property Jaguar works chief, serviced weekly, had every possible attention, a perfect car in every way; terms, exchanges; £825—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. 558. (C4055)

JAGUAR 2½-litre late 1939, but it is insured to 1949 Mark V, last owner having spent £400 with Jaguar in Coventry, black, new hide leather upholstery, post-war picnic table, twin bumper bars, m. head-lamps, twin spotlights, w/horns, a lamps, spotlessly clean, car of outstanding value; £525—Imperial 4564. (C3445)

1952 Jaguar Mark 7 saloon, directors' car, maintained regardless of cost by the distributors, fitted Motorola radio, heater, loose covers, mileage 15,000 only in superb condition throughout; taxed December; £1,095—Cavendish Motors, Cavendish Rd., Kilburn, N.W.6. Willesden 0047. (C3504)

1952 Jaguar XK120 sports 2-seater, pastel blue, immaculate, beautifully maintained, Radio-lamp, modified hood and screen, Lifeguard tubes, not raced, cost £2,000; £1,075 or near offer; owner purchasing new XK120—Hodgson, Cabot House, Clifton Down Rd., Bristol, 6, Tel. Bristol 37909. (C3524)

Jaguar Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar—Hamstead (Tulse) N.W.3. Ham. 6041. (W4018/R)

COOMBS & SONS (GUILDFORD), Ltd. (W4018/R)

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 52907. (C0234/R)

SAUL & SLATER, Ltd., 44-46, Aldermans Hill, N.13. (W4018/R)

MAIN dealers, urgently require modern Jaguar cars;—Tel. Palmers Green 551-2-5. (W4024/R)

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 6000, Seven Sisters Rd., Tottenham, N.15. (W4024/R)

PERFORMANCE CARS urgently require Jaguars—Great West Rd., Brentford, Middlesex. Ealing 5541. (W4024/R)

1½ litre Jaguars urgently required—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wuxlow 2643. (W2057)

TOP price paid for Jaguar or similar type car; trade or privately—54, Streatham Hill, S.W.2. Tel. Hill 2678. (W3036/R)

JAGUAR Mk. V required; good prices paid for clean cars.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. (C3078)

Jaguar Spares and Service

HENLYS, Ltd. (C1050)

ENGLAND'S Largest Jaguar Service Station, GREAT West Rd., Brentford, (Ealing 3477.)

SPARES and replacement engines for all models from 1935.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. (C0563/R)

SAUL & SLATER, Ltd., 44-46, Aldermans Hill, N.13. (C0563/R)

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes N.13. Palmers Green 3651-2-3. (C4002/R)

F 1951 XK120 cylinder head, fitted highlift cams, complete, valve covers, etc.; £70.—Box 5809. (C3495)

KJ MOTORS, Ltd.—Spares, reconditioned units, 3456, Gilling, Radcliffe Rd. agents—Bromley. (C0967)

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 2234. (C0430/R)

R. P. POWELL MOTORS Ltd., East London area dealers.—Full repair and spares service available—321, Romford Rd. Forest Gate E.7. Maryland 4818. (C0435/R)

J. J. GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock, specialised service and maintenance for Jaguar cars—Lex Garages, Ltd., Forty Avenue, Wembley, Arnold 1154-5. (C0719/R)

LEONARD WILLIAMS & Co., Ltd., offer Jaguar spares by factory trained mechanics at Park Road Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (C0528/R)

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4060; Deansgate, Chester, Tel. Deansgate 4507. (C0391/R)

REPAIRS at reasonable prices; parts, gears, reconstructions guaranteed gear box, engines, suspensions, shock absorbers, trade discount—Tarrant & Frazer, 10, Wincheser Mews, N.W.3. Primrose 2647. (C0241/R)

JEEP

JEeps, private or commercial, all spares, return post which Autos, Hampton Wick, Kin. 4718. (C0630/R)

JEeps—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gun- nersbury, W.4. Chiswick 3013-0621. (C0241/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP
£120 buys a special bargain.—See Metamet, famous Lane, NW 3. Hampstead 8231. (0527/R)

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. (0619)

JEeps!!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Auto-work, Ltd., Winchester. Tel. Winchester 4834. (C1010)

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares, below). (C5066)

125s.—Jeep (Ford), registered December 1946, 4-seater, natural timber utility, removable rear seating, drop tailboard, spare wheel; choice of 2 Jeeps; terms; exchanges; lists; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares, 331-335, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. (0535/R)

Jeeps Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

Jeep Spares and Service
JEEP Service Station open or closed, preferably over-drive.—Details and price to 13, Queen Anne St., London, W.1. (5219)

JENSEN
BROOKLANDS: Individuality, new and used cars. New Jensen Interceptor for early delivery. PARTICULARS available on 541.

BUY or sell with confidence; open 9 until 7.
103, New Bond St., London, W.1. Mayfair 3551-6. (C1029)

Jensen Cars Wanted
JENSEN Interceptor open or closed, preferably over-drive.—Details and price to 13, Queen Anne St., London, W.1. (5219)

JOWETT
WM
WELBECK MOTORS, Ltd., for Jowetts—Javelins and Jupiters.
SELECTION from our stock:—

1953 Javelin de luxe full Series III, black, brown hide, 6,000 miles, as new; £765.
1953 Jupiter Mark I, full Series III, British racing green, heater; £650.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (5 lines). For the largest Jowett agents in the country. (C4049)

DICKS,
1952 Jowett Javelin saloon, de luxe model, fitted radio, heater, really fine car; £595.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kibbourn, Maida Vale 6888-9. (C1072)

C. OF P.
CLARKES OF PIRBRIGHT,
THE Jowett centre of the south offer:—

1949 Javelin de luxe, black with red upholstery; £465.
1951 Javelin de luxe, grey with red upholstery; £550.
1952 Javelin de luxe, excellent condition; £595.

1937 Jowett 10.4, two owners, well above average condition for the year; £195.
WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2201. (C1049)

TOM GARNER, Ltd., offer:—
1953 Jowett Javelin 14-litre (Series III) Eng. saloon de luxe, bronze, heater, radio, 12,000 miles only; £765.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

H. BEART & Co., Ltd., offer:—
1950 Jowett Javelin saloon de luxe, green, beige upholstery, carefully maintained by one owner since new, in above average condition; £495.—102 London Rd., Kingston-on-Thames, Kingston 3348. (C1081)

H. A. SAUNDERS, Ltd., offer:—
1950 Jowett Javelin de luxe saloon, black, brown upholstery, heater, recorded mileage 20,500; £535.

1952 Jowett Javelin saloon, black, brown upholstery, heater, recorded mileage 10,000; £615.
836—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

GUY SALMON AUTOMOBILES, offer:—
1951 Jowett Javelin de luxe, heater and radio, ivory/brown upholstery, moderate mileage, one owner, excellent condition; £535.—Portsmouth, Thames Ditton, Emberbrook 5551-2-3. (C4001)

H. M. BENTLEY & PARTNERS, Ltd., offer:—
1953 (October) Mark 1A Jupiter, 3,000 miles; £750.
1950 (November) Javelin de luxe saloon, black, brown leather, overhauled and guaranteed; £525.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

1952 Javelin saloon, one owner, maroon; £595.—May, 3051. (C3090)

JOWETT
H. A. SAUNDERS, Ltd., Golders Green, offer:—
JOWETT Jupiter Mark I, bottle green; £1,028/4/2.

BRAND new unregistered Javelin saloon de luxe, maroon/beige leather; £957/7/6.
1950 Jowett Javelin de luxe saloon, blue/beige leather, beautifully maintained, highly recommended; £450.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 5011 (10 lines). (C4004)

1951 Jowett 4-light van, green, excellent order; £325.—Odeon Motors, Ltd., Barnet 1144. (C5028)

1949 Javelin saloon, one owner, heater, supplied and serviced by us since new, superb condition; £450.

1951 Javelin on luge saloon, grey/red leather, reconditioned engine, one owner, immaculate; £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241.—Jowett Main Agents. (C4053)

1952 Javelin Jupiter, good engine, wireless, heater, green; £650.—Box 5723. (C255)

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.
GODFREYS, Ltd., 228, 334, London Rd., Croydon, C. Croydon 2641-2. 208, 210, Portland St., W.1. Bus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. (0463/R)

1950 Jowett Javelin, green, lawn cloth, bargain, £465.—Silverthorn Motors, Ltd., 71, Fitzroy Square, W.1. Euston 7811. (C4011)

1952 Jowett Javelin de luxe saloon, perfect; £545.
N.6 Mountview 3039 and 5309. (C4074)

1953 Jowett Javelin de luxe saloon, black with brown leather upholstery, immaculate condition throughout; £695.—Coventry & Jeffs, Bristol 20091. (5449)

1953 Jowett Jupiter Mark I Series III, mileage under 5,000, not taxed or used this year, ivory maroon, new condition; £715, exchange considered.—34, Benthick Ave., Blackpool, S. Tel. 11960. (3004)

1952 Jowett Jupiter, finished bronze, red leather, fitted extras as new throughout, carefully driven; £625; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton, Tel. 4212. (5475)

1953 Javelin de luxe, finished silver grey with red leather, one owner, 10,000 miles, quite as new £745, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54 Streatham Hill, S.W.2. Tulse Hill 4488. (C5016)

Jowett Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jowett.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

WM
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. (W4049)

PRIVATELY owned Javelin.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

TOP price paid for Jowett or similar type car, used or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

Jowett Spares and Service
F. FAIRMAN & SONS, Ltd., East Surrey distributors.
COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. (0961/R)

KINGSTON-ON-THAMES, Jowett distributors, all spares and replacement units available, plus specialised service.
G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2. (S4053/R)

COLLIVER-FISHER, Ltd., ungaraged service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (0009/R)

JOWETT spares; Gordon Cars (London) Ltd., have the largest stock of spares and give the finest service.—7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. (0133/R)

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradfords and pre-war Jowetts.—Bonnersfield, Lane. Hutton, Tel. 6225-6. (0753/R)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents over 28 years' Jowett experience, spares and service. (0753/R)

REPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes engines, suspensions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0025)

LAGONDA
H. W. MOTORS, Ltd., offer:—
1951 Lagonda saloon, finished steel grey, red leather, fitted H.M.V. radio and heater, fitted Vantage engine, low mileage, immaculate condition throughout; £1,350.

1950 Lagonda drop head coupe, gunmetal grey, red leather, one owner, works maintained; £1,195.

1950 Lagonda saloon, finished birch grey, blue leather, exceptional condition throughout; £965.—H. W. Motors, Ltd., Watton-on-Thames 2404-5-6. (C2042)

PERFORMANCE CARS, a good selection always available, written guarantee.—See under "Sports Cars." (3041/R)

1949 2.6 Lagonda saloon, 32,000 miles, heater and radio; £995.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (4057)

LAGONDA
BROOKLANDS: Lagonda distributors; latest 1954 models on show and for demonstration.
LAGONDA 2.6 Mark II 4-door saloon.

1953 Lagonda 2.6 foursome drop head coupe.
1952 series Lagonda 2.6 saloon, 14,000 miles.

ABOVE cars passed by makers.
BUY or sell with confidence. Open 9 until 7. (C1029)

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).
PLEASE apply for our list of reconditioned used models; any make taken in part exchange.

W engineer to test your car and discuss minor or major overhauls.
DAVIES MOTORS, Ltd., 273, London Rd., Staines, Tel. Staines 4211-2-3-4-5. (C1080)

1932 2-litre Lagonda 4-seater fourer, full all-weather equipment, 4-cyl. condenser; £300.—D. Barker, The Close, Catherine Rd., Bowdon, Cheshire. (3595)

LAGONDA 2-litre 1951 low chassis, speed model, reliable, good condition; £130 o.n.o.—The Cedars Hotel, Fildas Rd., Llanishen, Cardiff. (3595)

£225!!! Lagonda 10hp special sportsman's coupe, full 4-seater with most attractive lines, swept full enclosing rear luggage boot, rear-mounted spare, 4 on wheels, quick-flick, all round leather interior, highly polished wood fillets and fascia containing 100mph speedo, rev. counter, fuel and temperature gauges, several expensive extras, latest type winch, tachometer with steering-column control, windtones, passlights, etc., excellent duo-finish to exterior, almost new Michelin tyres, astonishing performance, a little crackle, a little rust.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open all day Whit-Monday. (C1035)

Lagonda Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Lagonda.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

PERFORMANCE CARS currently require Lagonda.—Great West Rd., Brentford, Middlesex. (W5041)

Lagonda Spares and Service
DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.). the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honeycomb liners and the new popular centre perchance for the 2.6 model; reconditioned engines available for 12-cylinder 4-litre and 16-80 models.
273 London Rd., Staines. Tel. 4211 (5 lines). (S1080)

LANCHESTER
STRAITSTONE, Ltd.
LANCHESTER 14 saloon (1952), black, red leather; £575.
LANCHESTER 10 saloon (1948), black, red leather; £395.

STRAITSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). (C4022)

H. BEART & Co., Ltd., offer:—
1954 (model), first registered 1953, Lanchester 14 saloon, black with red upholstery, one owner genuine 7,000 miles, like brand new throughout, outstanding value at £1,045.—102 London Rd., Kingston-on-Thames, Kin. 2241. (C1061)

1953 Lanchester 14 saloon, 9,000 miles genuine, radio, heater, one owner; £975.
RIPCO, Ltd. (Lanchesters purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2954-4. (C5052)

£65—1954 Lanchester 10 saloon, clean car, taxed.—26, Bristol Rd., Brighton, Tel. 28440. (C1009)

1933 Lanchester 10 saloon, running order, good tyres, suitable for spares, best offer.—Box 5788. (3590)

1953 Lanchester 14 sal., green, one owner, 4,800 miles; £975.—Tickford, Ltd., Temple Bar 5558. (C4029)

1938 Lanchester 14, £250, or hired 36 months, inc. tax and ins. £11/15/3.—Cooden Engineering Co., Ltd., Bexhill-on-Sea, Tel. Cooden 600. (3264)

LANCHESTER 14.3hp 1937, immaculate condition, black, blue leather, preslector; £220.—Battersea 124. (3362)

LANCHESTER 14 saloon, one owner (deceased), very carefully driven for 2,435 miles, finished black with brown hide, fitted heater; £945.—Taunton 2051. (3579)

£366!!! Lanchester 14, fitted most excellent 4-5-seater drop head coupe bodywork, identical with post-war model, specimen condition; absolute bargain, 3 month guarantee, hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

£245!!! 1939 Lanchester Roadrider 14hp 5-seater saloon, one of the better quality pre-war cars, coachwork largely original and remarkably free from rust or blemish, neat and tidy interior with rich leather upholstery, refined performance, preslector, passlights, excellent tyres all round, quite a bit above the ordinary run.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open all day Whit-Monday. (C1035)

Lanchester Cars Wanted
KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1268. (W2057)

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Lanchester.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

Lanchester Spares and Service
AROOT ENGINEERING, Ltd.—Prescriptive gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. (0237/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA
MAIDSTONE ENGINEERING CO.

WE have a choice of 4 Lancia Aprilas priced from £525; please write for details.

CROSS ST., Pendleton, Salford 6, Manchester, Penn. 5457. [C3000]

1937 Aprilia, now being resprayed and chromed, mechanically good, tyres poor; £325.—Box 5759. [3506]

225 ins.—Lanchester 11 1939 4-door saloon, blue, blue leather, preselector, very good condition, terms, exchanges. Rowland Smith, below.

195 ins.—Lanchester 14 1938 Roadrider saloon, sliding head, leather, preselector, excellent condition, taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

2 EXCELLENT Aprilas, 1937 saloon, leather upholstery, Scintilla, radio £265; 1939 saloon, exceptional value, £345; terms, exchanges.—Searle, 45, Park Rd., Hampton Hill, Molesey 4614. [C4069]

1939 (Dec.) Lancia Astura, modern style coach-built saloon by Farina, beautiful condition, maroon with dark red hide upholstery and carpets, a top-grade Continental car of real quality and extremely striking appearance; £565, or would consider Alvis in exchange or part exchange.—Lewis, Bartley Grange, Bartley, Southampton, Tel. Cadnam 2189. [3443]

1939 Lancia Aprilia Ghia cabriolet, black, red leather, unusually good body condition, mechanically perfect, radio, heater, Scintilla ignition, Weber carburettor, sold new by us, complete history known, £495; also 1939 standard Farina cabriolet, an excellent example; £475; exchanges, deferred terms.—John S. Truscott, Ltd., 173 Westbourne Grove, London, W.1. [C4035]

Rowland Smith's Car Buyers—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilas—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [W2054 R]

Lancia Spares and Service
LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Aliperton, Wembley. (Perivale 5656.) [10520 R]

LEA-FRANCIS
B. J. HUNTER, Ltd., offer:—

1951 Lea-Francis 2½-litre saloon, very attractive and fine car, low mileage, £595.

1952 Lea-Francis 1½-litre saloon, fine car offered at attractive price of £695.

1951 Lea-Francis 1½-litre saloon, fitted radio, heater, etc., in excellent condition; £595.

1948 Lea-Francis 1½-litre saloon, maintained regardless; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6305. [C2040]

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis, London and Home Counties, offer:—

1950 Lea-Francis sal., maroon, one owner, 36,000 miles; £545.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningsham 5956.

1951 Lea-Francis 2½-litre saloon, excellent condition, any inspection; £750.—Laburnum 5635.

XXX £565.—1950 Lea-Francis 1½-litre Mark IIIA 4-light saloon, one-owner car, finished maroon with fawn leather of immaculate appearance, heater, confidently recommended, written guarantee, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

£460—1949 1.767cc 87bhp sports 2-4-seater, metallic beige, mileage 25,410, radio, matched Marchals, reversing lamp, demisters, screen wash, radio, blind, blinkers, Tacho meters, etc., immaculate, complete engine check 240 miles back, maintained regardless; must be seen; Sunningdale Ave., Luton, Beds. After 7 p.m. or Monday to Friday 9 a.m. to 5.15 p.m. Tel. London (Temple Bar 0832). [3492]

Lea-Francis Cars Wanted
B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Gladstone 6305. [W2040]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [10592 R]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners. Terms, exchanges, deferred terms.—John S. Truscott, Ltd., 173 Westbourne Grove, London, W.1. Mayfair 6266.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningsham 5956-7. [10595 R]

LIMOUSINES
A&S Limousine Specialists: Display Fifty carefully maintained privately owned 7-passenger Limousines (guarantee certificate) ready service, competitive prices.

A&S Offer only first class condition Limousines 1951 18hp Armstrong, 1951 52 Sheerline 7-seater, 1951 52 Austin Hircara, 1951 52 Humber 7-seater, selection 1937 35 Rolls-Royce, 1950 Wolseley (negligible mileage). Detailed lists despatched. Trade Enquiries invited. ALPE & SAUNDERS LIMITED, Providence Court, North Audley Street, Mayfair-2941. [C1006]

CAMDEN MOTORS have over 50 limousines and 7-seaters available for immediate use.

£1395—1952 Mark III Humber Pullman, with H.M.V. radio, twin heaters, one private owner, virtually as new throughout.

£1095—1952 Mark III Humber Imperial, in black, leather throughout, similar condition to above, serviced and maintained by distributors, ready for sale.

£995—1951 Mark III Humber Pullman with all extras, radio, heaters, special seat covers made to order of late private owner, Rimbellishers, fuel economy, recorded mileage 19,100.

£895—1950 Mark III Humber Pullman, just overhauled and fitted new Whitewall tyres, beautiful condition.

£495—1947 Mark I Humber Pullman, genuine post-war model in extremely good order throughout, carefully used by member of the funeral trade, has never been employed on long journeys, moderate total mileage.

£395—1952 (first reg.) Humber limousine, ex-Ministry car, produced war years, smart semi-razor edge body styling, leather upholstery front and rear, widest occasional seats in leather, excellent value.

£225—1937 Humber Imperial 7-seater, with leather throughout, very useful vehicle in sound order.

£995—1951 Austin Sheerline limousine, the last of its kind, elegant and luxury, wide occasional seats completely disappearing when not in use, rich interior upholstery and fittings, tailored seat covers, built-in radio, high capacity built-in heater in rear compartment, finished in black.

£345—1939 Austin Ranelagh limousine, full 8-seater with 5-seater face fwd, occasional seats, convenient, very smart appearance.

£345—1939 Austin 18hp limousine, ideal car for long-distance private hire, extremely good on petrol, excellent tyres, new battery, gear box overhauled.

£150 6 earlier Austin 18 7-seaters and limousines, 1936/7, from £145.

£395—1940 Buick 26hp 7-seater, right-hand drive, essentially modern in appearance, road test mileage only since extensive mechanical reconditioning, resleeve of engine, etc., handsome leather upholstery front and rear, excellent tyres, strongly recommended.

£395—1934 Rolls-Royce limousine, special Park Ward body with swept tail black coachwork in almost unbelievable condition and literally unblemished, this car has done a genuine moderate mileage having been employed solely as a follow-on coach for local functions.

£195—1930 25 Rolls-Royce limousines, from £195.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open all day Whit Monday. [C1055]

LINCOLN
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [10747 R]

MERCEDES
METCALFE & MUNDY, Ltd.

540K special Mercedes, very short coupled drop head coupe, 1937, radio, low mileage, many extras, a very fast car, in extremely clean condition, one of the finest specimens, to our minds, of these cars.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

MERCEDES-BENZ
L. F. WARD, Ltd.

MERCEDES-BENZ type 500K cabriolet, cream with maroon hood and upholstery, in absolutely first-class condition.

L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 5253. [C4043]

GUY SALMON AUTOMOBILES, offer:—

1954 (April) Mercedes-Benz type 300, colour grey, red leather upholstery, Whitewall tyres, Life-guard tubes, 10-in twin speaker radio, screenwashers, cost new £5,000, total mileage under 1,000; offered at £3,275.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [C4001]

1939 model type 230 Mercedes-Benz saloon, exceptional condition; £265.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011]

£295—1939 Mercedes-Benz 170V 1½ d, 4-door saloon, in outstanding condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C1024]

MERCEDES-BENZ Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735]

MERCURY
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [10748 R]

M.G.
W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 M.G. model T.D. sports, colour black, leather upholstery, seat covers and extras, 18,000 miles, one owner, immaculate car; £550.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

CAR MART, Ltd.

1953 M.G. T.D. 2-seater Midget. £635.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039]

SLOCOMBES, Ltd.

1949 (October) T.C. M.G. in mint condition with extra, spotless, re-upholstered in red leather; £415; H.P. terms and exchanges, cars or motor cycles.—Slocombes, Ltd., Dudden Hill Lane, Willesden 4869 and Gladstone 9348. [C4017]

TOM GARNER, Ltd., offer:—

1953 M.G. 1½-litre saloon, maroon, 6,000 miles only; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

PC
PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country. From 150 cars:—

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of 6 T.C.s:—1949, £445; 1948, £395; 1947, £375; 1946, £365; 1946, £355; 1946, £345.

CHOICE of 2 T.A.s:—1939, £295; 1938, £275. Choice of 2 P.B.s:—1936, £245; 1936, £225.

CHOICE of 3 P.A.s:—1935 2-seater, £195; 1934 2-seater, £175; 1935 4-seater, £195.

CHOICE of 3 J.2.s:—1933, £145; 1933, £125. M.G. K.S. ex-works, £295; M.G. K. 2-str., £145.

CHOICE of 3 V.A.s:—1933 tourer, £275; 1937 saloon, £245; 1938 d/h fourseater, £295.

CHOICE of 3 2-litres:—1940 saloon, £295; 1938 d/h fourseater, £245; 1937 saloon, £175.

IMMEDIATE hire purchase, insurance and part exchanges, many others in stock; see under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Midlex, Ealing 6841. [C3041]

HAROLD SIMONS, Ltd., offer:—

1948 M.G. T.C. one owner, in excellent condition; £445; trade enquiries welcomed; 3 months written guarantee; free service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes. Trolley East Finchley Tube). Finchley 0052-3-4. [C4065]

MAIDSTONE ENGINEERING CO.

1949 M.G. 2-seater T.C.; this car is the property of the manager and has been kept in really excellent condition throughout, just reconditioned in ivory black and fawns, the mileage is 22,000, just fitted two new front tyres, new battery, twin 12-in. speakers, Windtone horns; the car is taxed and ready for immediate use; £450; terms, exchanges.

CROSS ST., Pendleton, Salford 6, Manchester, Penn. 5457. [C3000]

GLANFIELD LAWRENCE offer:—

1946 (October) M.G. T.C., black, engine overhaul, new hood, tyres, etc., superb throughout; £370.—Below:—

1948 (November) M.G. T.C., black, red upholstery, 17,000 miles only, host of extras including heater, superb order throughout; £445.—407, High Rd. N.12. Finchley 0091. [C2053]

K NIGHTSBRIDGE MOTORS, Ltd.

1954 Magnette saloon, delivery mileage, maroon, taxed December.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. [C2065]

RICHARDS & CARR, always best value.

1951 (September) T.D., second, engine, Jan. 1954, faultless condition; £525.

1949 T.C., new engine just fitted, new hood, excellent throughout; £425.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045]

PETER BANTOCK CAR SALES offer:—

1946 M.G. T.C., black and green, recently fitted with reton, engine and new tyres; £365.—104, High Rd., Chiswick 2725 5670. [C1014]

PARADE MOTORS (MITCHEM), Ltd., offer:—

1939 M.G. T.A. drop head coupe, reconditioned engine, black and red; £295.

1937 M.G. T.A., red, excellent condition; £355.

1937 M.G. T.A., black, fitted many extras, luggage grid, Windtone horns, etc.; £360.

PARADE MOTORS (MITCHEM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3592. [C3036]

GORDON CARS (LONDON), Ltd., Spe. 4701.

1947 M.G. T.C. model, a magnificent specimen in black and beige leather, reconditioned engine, brakes relined, all bills available, two owners; £365.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube Station), N.W.11. Spe. 4701. [3500]

JACK ROSE, Ltd.—M.G. Agents and Stockists, offer:—

1953 M.G. 2-seater in British racing green, almost unmarked and as new; £620.

1947 48 T.C. M.G., clean, open to examination; £355.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

J. H. BARTLETT—M.G. very special 92mph 1952 M.G. 1½-litre saloon; £550.

M.G. 1953 T.D. 2-seater, one owner, low mileage, approximately £200 special features; £625.

M.G. 1947 T.C. 2-seater, one owner, 43 miles only since reconditioned engine, superb condition; £375.—47a, Newbridge Villas, W.11. [C1013]

1949 M.G. T.C. 2-seater, black, mileage 30,000, in excellent order throughout; £475.

LYNE FRANK & WAGSTAFF, 35, Crouch End Hill, N.18. Mountview 4401. [C2058]

1954 (Feb.) M.G. Magnette saloon, 1,800 miles, radio, heater, finished green; £1,025.

RIPCO, Ltd. (M.G. purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

1949 M.G. T.C., black, low mileage, superb condition throughout, 3 months guarantee; £465.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061]

£145—N.A. Magnette 4-str.; also 1927 Renault, 25,000 mls.—147, Parklands Rd., Chichester. [3014]

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3548. [10082 R]

UNIVERSITY MOTORS, Ltd., guaranteed car always available.—80 Piccadilly, W.1. Grosvenor 4141. [10396 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
1953 M.G. T.D. 2-seater, immaculate condition, £605. Middlesex Motors, Harrow 0022. [3508]

T.D. M.G., 1951, excel. cond., many extras; £500 or nearest.—Tel. Fro. 6227 6.15-8.15, or week-end. [3584]

£130—M.G. J2 sports 2-str., perfect throughout. Cardfort, Walford Way, Highcliffe, Hants. Tel. H. 46. [3019]

1953 M.G. 1½-litre saloon, 7,000 miles, immaculate, £7/5.—Sargeant & Collins, Bromley, Imperial 2242. [3466]

£330—1939 M.G. 2½-litre drop head four-seater coupe; a smart, high performance for £110 down. [3500]

£285—1938 Series M.G. 1½-litre sports saloon, outstanding condition throughout; £100 down. [3500]

£395—1947 (July) M.G. T.C. 2-str., out of the box bandbox special, scarlet with white wheels; £155 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1952 M.G. T.D. perfect appearance, mechanical condition, many extras, any inspection. Northants area; £550.—Box 5669. [3159]

M.G. T.D. 1953, colour pillar-box red, beige interior, fitted twin spots, badge bar, etc., maintained in first-class condition throughout. £595. [3500]

LISLES GARAGES, Ltd., 50-52, Broad St., Birmingham, Midland 5574. [3447]

T.C., 1947, maintained by one expert mechanic since new, perfect throughout; genuine reason for sale; £365.—Allen, Highwood, Ledbury, Herefordshire. [3566]

545—M.G. 1949 1½-litre saloon, two-door, excellent; terms, exchanges.—Rowland Smith, below. [3500]

545—M.G. Midget, September 1951 T.D. 2-seater, blue, leather, supercharge, coil, one owner, exceptional; terms, exchanges.—Rowland Smith, below. [3500]

425—M.G. Midget, October 1949 T.C. 2-seater, black, one owner, excellent condition; terms, exchanges.—Rowland Smith, below. [3500]

375—M.G. Midget, 1946 model T.C. 2-seater, red, radio, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below. [3500]

145—M.G. Midget, 1954 model 8hp J2 2-seater, black, green leather; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1952 M.G. T.D., one owner, low mileage, in perfect condition, black, red leather, loose covers, genuine only. £545. [3500]

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield, Tel. Enfield 3150. [C1075]

1949 (April) M.G. T.C. sports, green, beige upholstery, tonneau cover, taxed December, excellent condition. £325.—Station Garage, Hinkley. [3501]

1953 M.G. T.D. finished grey red, taxed end year, 7,700 miles only, perfect condition, £525.—Normans Garage, 365, Bath Rd., Slough, Bucks. Tel. Burnham 120. [3416]

M.G. 1947 T.C. model, in first-class condition throughout; £585.—Ridgway & Rimmer (Birkdale Garages), Ltd., 205, Liverpool Rd., Southport, Tel. 6515. [3248]

1952 T.D., one owner, 14,000 miles, cream with red upholstery, in beautiful condition; £575.—Ward & Co. (Putney), Ltd., 72, West Hill, S.W.15. Vandyke 1077. [3136]

M.G.; we are now able to offer you Mr. Toulmin's own personal racing coupe, tubular chassis I.F.S., all-enveloping aluminium coupe, 2-seater, aerodynamic body, road equipped; personal callers only. [3500]

1952 T.D. body red, 1500 engine, 1½ in. caris, special camshaft modified I.F.S. [3500]

Mr. Toulmin's own car—selling for health reasons. [3500]

TOLMIN MOTORS, 345, Staines Rd., Hounslow. [3544]

£477—M.G. T.C. 2-seater sports, 1948 9 model, the finest, low mileage, with 3 months' tax, worth £100, whole car specimen condition and meticulously maintained; 3 months' guarantee; hire purchase; exchanges. [3500]

AMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1948 (December) M.G. T.C., reconditioned clutch and engine to be run-in, supercharger, Newsons, Windtone horns and many extras, excellent condition throughout; £525.—Smith, 363, Gladstone St., Peterboro, Tel. 3544. [2998]

1937 M.G. 2½-litre sports saloon, excellent condition, over £100 recently spent on the engine. £250; or hired 36 months, ins. tax and ins., £11/15/3.—Cooden Engineering Co., Ltd., Bexhill-on-Sea, Tel. Cooden 600. [3265]

1949 M.G. T.C., black/red, true mileage 13,000, genuinely good throughout, excellent appearance, extras; private callers only; no dealers; £400. Evenings, week-ends, 56, Worton Way, Isleworth, Middx. [2994]

1948 M.G. series T.C. red sports 2-seater history and bills available, amazing condition; £365; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), London 2700 and 889. [C2069]

£495—A very special 1949 T.C., fitted with unusual detachable hard top, late owner spent £250 with Messrs. University Motors bringing engine and chassis to perfection, fitted many extras; this car must be seen and driven. [3500]

NORTHERN MOTORS OF HARROW, 196-194, Pinner Rd., Harrow 4444. [C3025]

£365—M.G. T.C. 1946, black, oversize rear tyres, twin spots, reconditioned engine, oil cool, Brookland steering wheel, many extras; motor cycles and cars taken part exchange; H.P. terms.—Clutman Autos, Ltd., 138-142, Tooting High St., S.W.17. Balm 5464. [3500]

1938 M.G. 1½-litre V.A. Tickford drop head 4-seater; the following have been renewed on this car during 1953: engine, gear box, battery, carburettors, resprayed black, wheels and spoked hubs, 4 tyres, heater, screen wash, propeller shaft. £260; 2½ dealers.—Tel. Winchester 5510. [3272]

M.G.
XXX Most attractive 1948 (March) M.G. T.C. sports 2-seater; this immaculate one-owner car is finished in ivory with silver wheels and green leather upholstery, it is very fully equipped with radio, fog lamp and two spare wheels, reconditioned engine, a real enthusiast's car; outstanding performance; written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2062]

MAYFAIR GARAGES, Ltd., September, 1949, T.C. 2-seater, finished in Cambridge blue with leather upholstery and full-length zipped tonneau cover, 5 almost new lamps, many extras including twin exhausts, cut-out, twin aero screens, twin Windtones twin spot lamps, mascot, probably the smartest T.C. available, with faster than standard performance, guaranteed; £465.—Balderton St. (opposite Seifridge's clock), Mayfair, W.1. Mayfair 5104-5. [C3009]

XXX 1952 (May) M.G. 1½-litre saloon, this most carefully used and immaculate one-owner car is finished in maroon and chromium with fawn leather upholstery, very fully equipped, sliding roof, adjustable steering column, etc., it has a delightful performance and is a quite unmarked example of this scarce and much sought after model, written guarantee; £605; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2065]

M.G. Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube) N.W.3. Ham 6041. [W4015 R]

SLOCUMBS, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017]

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 5104. [0696 R]

POST-WAR M.G.s T types required.—Ross Motors, Ltd., Regent St., Hinkley Leics. Tel. Hinkley 558. [7013]

THE CAR MART, Ltd., London, wish to purchase M.G.s cars—582, Streatham High Rd., S.W.16. Streatham 0054. [1096 R]

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 841. [W5014]

C.N.K. MOTORS require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—253, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

URGENTLY required, 1947-53 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Isel 19572. [W5014]

M.G. Spares and Service

TOLMIN MOTORS

OFFICIAL stockists

SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L and N. Magnette exchange service, dynamo, starters, crankshafts with rod, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares, write or tel. [3500]

TOLMIN MOTORS, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [10549 R]

PERFORMANCE CARS—M.G. sales, service, spares, 8841. Great West Rd., Brentford, Middlesex. Ealing 841. [S5041 R]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504 R]

V.W. DERRINGTON, Ltd., for M.G. spares and guides, sockets, rod springs, brake linings and stage 1 and 2. Laystall Lucas cylinder heads, petrol tanks, fold-flat windcreens, silencers, and exhaust systems.—159-161, London Rd., Kingston 5621-2. [S1017]

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamo, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [10433 R]

MORGAN

1950 Morgan 4/4, recorded mileage 6,000, twin spares unused, red with black leather, £475.—Cox's Motors (Leicester), Ltd. 11/15 Conduit St., Leicester. Tel. 60519. [C1059]

1953 Morgan Plus Four (2-seater), mechanically sound and bodily perfect, spares unused, many extras, no sensible offer refused.—Newsham, 3, Ribblesdale Ave. (Holles Rd.), Wiltshire, Blackburn. Tel. 2855. [3035]

365—Morgan 4/4, November 1946 drop head coupe, red, good tyres, 2 spares, excellent condition, taxed, choice of five 4/4s; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Morgan Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube) N.W.3. Ham. 6041. [W4015 R]

SLOCUMBS, Ltd.

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017]

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514 R]

MORGANS—All available spares in stock.—H. H. Douglas, Morgan Specialists, 14, South Ealing Rd., Ealing, W.3. Ealing 0570. [0728 R]

MORRIS MINOR

PHILIP RICKARDS, Ltd., offer:—

1954 Morris Minor saloon, black, 4-door de luxe, 100 miles only; part exchange, deferred terms.—4, Bird St., Park Lane, London. W.1. Grosvenor 4772-3. [C3071]

MORRIS MINOR
WARWICK WRIGHT, Ltd., offer:—

1953 (December) Morris Minor saloon, green, 7,000 miles; £595. [3500]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

1954 (May) Morris Minor saloon, 700 miles.—Weybridge 600. [C4023]

1953 Morris Minor convertible, one owner, 8,000 miles, in new condition throughout; £525. [C1054]

COLES GARAGES, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054]

1951 Morris Minor saloon, black with beige interior, fitted with rear wing spats, a very attractive car; £275. [C2065]

G & R GARAGE, Ltd., 33, Victoria Rd., Surbiton, Epsom 6755. [C2065]

1949 (October) 2-door saloon, green with fawn interior, recorded mileage 12,000, superb condition; £465.—Below. [3500]

1954 Minor de luxe saloon, grey, red leather, heater, overriders, etc., as new; £605.—Below. [3500]

1950 Minor de luxe saloon, maroon, lawn interior, 15,000 miles, one owner, superb condition; £470.—Robbins, East Putney, Tel. 4561. [C5013]

£635—1953 Morris Minor 4-door saloon, Garendon grey, red upholstery, recorded mileage 7,000, as new throughout; choice of two. [3500]

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1954 Minor de luxe saloon, brand new, heater, black/red, works mileage, taxed year; terms: 97, Wilmington Way, Brighton, 6, Tel. 56560. [3574]

1951 (June) Minor convertible, green, heater, one owner, guaranteed 100% mechanically perfect; £450.—Campbell Symonds, Pervale 4456. [C1057]

1953 (September) Morris Minor convertible, black, red interior, radio, heater, immaculate throughout, best offer over £540.—Box 5767. [3559]

1952 Morris Minor, export model, 4-door saloon, green, excellent condition, all maintenance recorded, licensed year, Bedford, £510.—Box 5760. [3562]

1953 Morris Minor 2-door saloon (h.v. engine), one owner, Halls (Finchley), Ltd., 12, Parade, North Finchley, London, N.12. Tel. Hillside 1044. [5471]

TWIN carburettor conversion H.C. head, high ratio rear axle, gives amazing performance with economy, for details and road test, demonstrations any time. [3500]

THE following offered complete with conversion:—

1951 2-door saloon. [3500]

1953 4-door saloon, heater. [3500]

THE above are also available without conversion if so desired. [3500]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [3289]

£555—1952 (August) Morris Minor, 4-door de luxe saloon, 12,000 miles, as new.—M. Hughes, Lower Henley Rd., Caversham, Reading. [3500]

1951 Morris Minor convertible, blue, 19,000 miles, exceptionally good; £465.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 8568. [C2062]

1952 (March) Morris 2-door green saloon, 14,000 miles, one owner, well maintained d. heater, twin fog lamps, taxed December, £490.—Sutton Coldfield 2616. [3244]

1934 Morris Minor saloon, £50 deposit, £10/10/9 4 months' instalment, £10/10/9.—Cooden Engineering Co., Ltd., Bexhill-on-Sea, Tel. Cooden 600. [3266]

1953 (September) Morris Minor saloon, 5,000 miles, seat covers, linkmats, reversing light, indistinguishable from new, taxed December. £556.—Featherstone Car Sales, Hendon 5624. [3488]

DECEMBER 1952 Morris Minor saloon, grey with red upholstery, single owner, 17,000 miles garage served, 1500 heater and fog lamp, £500.—Dr. Wans, Woodborough Rd., Nottingham. [3299]

1952 Minor 2-door saloon, loose covers, Mellow-2 tones, illuminated electric clock, defroster, low mileage, carefully run-in and maintained by meticulous owner, 4000—Orpington 6042. [2986]

1950 Morris Minor convertible, maroon, many extras, a very attractive car in unusually good condition; £415; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1952 (April) Morris Minor 2-door saloon, black and red, one owner only, genuine mileage 18,000, taxed year; £525.—R. S. Mead (Sales), Ltd., 42, Green St., Maidenhead. Tel. Maidenhead 5481. 2. [C5011]

395—Morris Minor, September 1949 tourer, black, new hood, good tyres, carefully used, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1953 (Feb.) Morris Minor saloon, grey, red interior, loose covers, 8,000 miles only; genuine; used only as a second car, brand new condition; £550; part exchanges and gradual confidential payments scheme available. [3500]

MORRIS MINOR, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3424. [C5030]

Morris Minor Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube) N.W.3. Ham. 6041. [W4015 R]

PRIVATE buyer offers cash '49-'52 convertible.—Jagt, Warne, H.M.S. Dolphin, Gosport. [3274]

MORRIS MINOR saloon 2- or 4-door required, 1952-5; cash collection anywhere.—Tel. Derby 4570. [3500]

RICHARDS & CARB buy Morris Minor—55, Kinner St., London S.W.1. Sloane 5424. [W5045]

TOP price paid for Minor or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016]

THE CAR MART, Ltd., London, wish to purchase Morris Minor cars.—520, Euston St. Euston 1312. [0716 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT
REGENT SERVICE GARAGE
OFFER—
MORRIS 8 2-door saloon, black, brown leather, taxed year, outstanding example; £345; also
MORRIS 8 1938, excellent car; £165; also
MORRIS 8 1936 2-door, good little car; £139.

291—265, Ballards Lane, North Finchley, London, N.12, Hillside 4011/4005. [13464]

S.G.A. MOTORS who deal exclusively in Morris 8s.

1939 series E 4-door de luxe saloon, immaculate condition; £275. [C1009]

1939 series E 2-door de luxe saloon; £265. [C1009]

1939 series E 4-seater tourer, excellent condition; £255. [C1009]

1938 4-door de luxe saloon, recoloured; £195. [C1009]

1938 2-seater tourer, immaculate condition; £195. [C1009]

1937 4-seater tourer, excellent condition; £165. [C1009]

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 14, Altherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube), Western 3208. [C4063]

1939 Morris 8 tourer; £235; 3 months' guarantee; terms and conditions apply. [C4054]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

£65—Morris 8 4-door saloon, clean car, any trial, 26, Brighton Rd., Brighton. Tel. 29440. [C1009]

1947 Morris 8 2-door saloon, black, excellent condition throughout; £325. [C3005]

MAGDALENE MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18, Battersea 5573 and 7879. [C3005]

1948 de luxe saloon, many extras, hardly used, really perfect condition, private, 3457, Brixton 2460. [C3457]

1938 Morris 8 saloon, excellent condition; £155—Jack Pozner (Autos), 395, Hendon Way, N.W.4, Hendon 1423-4. [C3063]

1939 Series E, 4-door sunshine roof, good condition; £255—Davis, 50, Dunstan Rd., N.W.11, Central 2669 (day), Speedwell 2946 (evening). [C3402]

£335—1947/8 Morris 8 4-door saloon, one owner, small mileage, spotless condition; 3 months' guarantee, hire purchase exchanges. [C2052]

LAMB OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

345 s.n.s.—Morris 8, November 1948 4-door saloon, leather, carefully used, excellent condition; terms, exchanges—Rowland Smith, below. [C4018]

165 s.n.s.—Morris 8, 1938 de luxe saloon, maroon, sliding head, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

MORRIS 8, 1939, perfect condition, engine decarbonised and rear axle overhauled, resprayed black, £250—Kirkdale Cars, Cobbs Corner, Sdenham 6129. [C2068]

1948 Morris 8 4-door saloon, black, exceptional condition; terms, exchanges, £135—Palmer, 3, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5968. [C3034]

£145—1937 Morris 8hp saloon, new maker's engine being fitted, part exchange and H.P. can be arranged—Staravia, Blackbushe Airport, Camberley, Surrey, Tel. Camberley 1600, Ext. 250. 5312

1938 Morris 8hp 4-seater tourer, really excellent car in first-class order; £195 or £65 deposit, balance over 18 months; exchanges, insurance—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill 7106. [C4071]

Morris Eight Cars Wanted

PRIVATELY owned Morris 8—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2037]

MORRIS 8 1939/1948 urgently required—6, Rodmaston Mews, off Baker St., W.1. [W2096]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Morris 8—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

MORRIS TEN

NORMAN AUTOS offer—

1938 Morris 10 Club coupe, exceptionally nice, £195; also 1938 Morris 10 saloon, £195. [C195]

NORMAN AUTOS, 352, London Rd., West Croydon, Surrey, Tel. Thornton Heath 4657. [5113]

1936 Morris 10 coupe; £135. [C135]

1939 Morris 10, choice of 2; £235; 3 months' guarantee; terms and exchanges. [C1009]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

C.M.I. CAR SALES (Pri. 6623) offer—

1947 Morris 10, black, very good condition; £350. [C1009]

THREE months' guarantee; terms; list on application—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

1948 Model Morris 10 de luxe sun saloon, one owner, superb condition; £365—P. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4065]

365 s.n.s.—Morris 10, 1948 saloon, black, brown leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Morris Ten Cars Wanted

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Morris 10—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

MORRIS TWELVE

175 s.n.s.—Morris 12, 1936 special coupe, black, brown leather, passlight, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

MORRIS FOURTEEN
£165—1938 Morris 14 4-door de luxe saloon, a clean car, taxed, drive away, £65 down—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

195 s.n.s.—Morris 14, 1938 saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

MORRIS SIXTEEN

1947 Morris 16hp saloon, very nice car, in excellent order, any trial or inspection; £345 or £115 deposit, balance over 18 months; exchanges, insurance—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill 7106. [C4071]

MORRIS OXFORD

CAR MART, Ltd.

1953 Morris Oxford saloon; £685—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. [C1039]

PHILIP RICKARDS, Ltd., offer—

1952 Morris Oxford saloon, grey, 22,000 miles; part exchange; deferred terms—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. [C3051]

ALWAYS a selection of Morris-Oxfords with a written guarantee and free after-sales service at **NAYLOR & ROOT**, Ltd., 25, East Hill, Wandsworth, S.W.18. (Five minutes Clapham Junction.) Batt. 2552. [C3022]

1953 Morris Oxford sal., black red leather, one owner, 7,500 miles, radio, heater, £675—2030 Porters Bar. [C3030]

1951 Morris Oxford, July, 13,000 miles, green, heater, as new; £585—Cranmore, Ltd., Tel. 2552. [C3051]

£735—1953 July Morris Oxford de luxe travel, 11,000, fitted heater, immaculate. [C3051]

DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266. [C1070]

MORRIS OXFORD saloon, green, excellent condition throughout, one owner, Pad. 0091—Marylebone Garage, Ltd., 6/11, Dorset Close, Gloucester Place, N.W.1. [C3355]

1951 Morris Oxford, black, one owner, splendid order, £500; another with new engine, £520—Smith & Hunter, 376, Kensington High St., W.14, Western 2512. [C4019]

1954 ex-demonstration Morris Oxford standard saloon, Clarendon grey with red upholstery, first registered March, taxed to December, underseated; 1695, Bosworth Garage, Kettering, Tel. 2196. [C3451]

1953 Morris Oxford saloon de luxe, radio, heater, 10,000 miles, £695—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (Adj. Leicester Square Tube Station), Temple Bar 3558. [C1027]

465 s.n.s.—Morris Oxford, 1951 saloon, black, brown leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloon, black/red (9,000 miles, heater), grey/red (15,000 miles); choice 2 from £599; 1950 black/brown, heater; £449; 3 months' guarantee; terms, exchanges, lists—158, Stockwell Rd., S.W.9, Brixton 6251. [C3966]

Morris Oxford Cars Wanted

GOOD Oxford wanted; immediate cash—Lib. 1604 or Vig. 8978. [W3048]

WHY accept less for your Morris Oxford saloon when you can get its full market value from **FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. [W2008]

A LOW mileage Oxford required from private owner—Elmes, 24, Argyll Rd., Ilford, Ilford 0326. [C3490]

TOP price paid for Oxford or similar type car; trade or privately—54, Streatham Hill, S.W.2, Tulse Hill 2676. [W3016]

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars—562, Streatham High Rd., S.W.16, Streatham 0584. [C1071/R]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Morris Oxford—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

MORRIS SIX

1950 Morris Six saloon one owner, excellent condition; £455. [C455]

NEWNHAM House, 235-75-9, Hammersmith Rd., London, W.6, Riverside 4646. [C3024]

1952 (Nov.) Morris Six saloon grey with red interior, one owner, taxed year, really immaculate, 10,000 miles; £575—Putney 2770. [C3068]

Morris Six Cars Wanted

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Morris Six—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Morris—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

MARSTON MOTOR CO. for your Morris—Tel. Sta. 6000, Seven Sisters Rd., Tottenham, N.15. [C0098/R]

Morris Spares and Service

KINGSTON-ON-THAMES Morris agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kin. 2241-2. [S4053/R]

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. S. Mus. 1932. [C0542/R]

MORRIS the official stockists, for spares, service and repairs.

T. L. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-4. [C0917/R]

LARGEST and quickest spares service in the South of England—Hevens Garages, Ltd., Reading, Tel. 4456. [C0206]

REPAIRS at reasonable prices; parts, gears, recon-ditioned guaranteed gear boxes, engines, suspensions, shock absorbers trade discount—Tarrant & Frazer, 10, Winchester Mews, N.W.3, Primrose 2647. [C0247]

NASH

SIMPSON'S offer—

RHD 1951 Nash sedan, 4-door, radio, heater, extra, brown gold, low mileage. [C4015]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American S. Car Specialists), 345, High Rd., Wembley 6691 3905. [C4015]

1949 Nash Ambassador 4-door sedan, h.d. heater, overdrive, excellent condition—Cun. 3908. [C3249]

£495—1946 Nash 600, right-hand drive saloon, beige, spotless condition, radio, leather upholstery, unworn tyres, £165 down—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

OLDSMOBILE

DISTRIBUTORS (RAWLANCE), Ltd.—Sales, service and spares—Blindley Heath, nr. Lingfield, Surrey, Tel. 330-1. [C0217/R]

OLDSMOBILE Rocket 88, convertible, power-top, electrically operated windows and seats—Joe Thompson (Motors) Ltd., 91-95, Fulham Rd., S.W.3, Kensington 4658. [C4028]

1947 Oldsmobile, L.H.D., hydraulic saloon, tyres, maroon, nylon covers, radio, heater, new, beautiful condition; £495—Perrys, Paignton, S. Devon. [C3526]

£599—Oldsmobile Dynamic torpedo sports saloon, magnificent genuine original condition motor car, first registered 1947, but looks and runs like 1951 model, worth £1,500; 3 months' guarantee; hire purchase exchanges. [C4028]

LAMB OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerard 9600) [W4015/R]

DISTRIBUTORS (RAWLANCE), Ltd., Blindley Heath, nr. Lingfield, Surrey, Tel. 330-1. Will buy post-and-pre-war models at good prices. [C0113/R]

Oldsmobile Spares and Service

REPAIRS at reasonable prices; parts, gears, recon-ditioned guaranteed gear boxes, engines, suspensions, shock absorbers trade discount—Tarrant & Frazer, 10, Winchester Mews, N.W.3, Primrose 2647. [C0247]

OPHEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models, comprehensive range of spares, exchange engine and unit service—1-6, Southampton St., Southampton. Tel. 3266/4944. [C0526/R]

Opel Cars Wanted

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Opel—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage A. Lane, Manthorpe 19. [C0513/R]

PRIDE & CLARKE, Ltd. Opel spares stockists; quotations by return—158, Stockwell Rd., S.W.9, Brixton 6251. [C0067/R]

REPAIRS at reasonable prices! guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion, £9 5s; set loose covers, £5 15s; mudguards, spares by return post; quotations without obligation! Opels bought, sold—Tarrant & Frazer, 10, Winchester Mews, N.W.3. [C0247]

COOMBS & SONS (GUILDFORD), Ltd., offer—

1937 Packard saloon, in very fair condition; £175. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

1953 Packard Clipper, 5,000 miles, 4-door saloon, radio and heater, dark blue. [C4029]

1939 Packard 6-cyl. black, £350; also drop head coupe—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3, Kensington 4658. [C4029]

1939 Packard 27hp saloon, mech. good; £125—Good-fellow, 78, Park Rd., Kingston 5329. [C1375]

1948 Packard 6-cyl., black, red leather, good order and condition—Peter Day, West Fairleigh, Maidstone, Kent. [C1376]

1948 Packard Club sedan 2-door saloon, r.h.d., blue, perfect condition throughout, £225—Hale Motors, Ltd., The Hale, Tottenham 7771-4. [C0207]

PACKARD Clipper de luxe saloon, radio, heater, tyran covers, good condition; £475—S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [C3011]

8-SEATER, 1947 L.H.D. Clipper Saloon, widest forward occasionals, lavishly equipped, compatible mileage, ideal continental touring (guarantee certificate), £765, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

PACKARD Spares and Service

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Packard—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [C0191/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers—Wembley 6691 3905. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Packards—91-95, Fulham Rd., S.W.3, Kensington 4658. [C4028]

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists—91-95, Fulham Rd., S.W.3, Kensington 4658. [C4028]

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [C0191/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SIMPSON'S offer:

1952 Pontiac, 4-door, radio, heater, loose seat covers, colour light grey.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/5905. (C4015)

1950 (October) Pontiac, Silver Streak, 8-cylinder, saloon, radio, heater, 34,000 miles, two owners, price £850.
STARAVIA, Blackhouse Airport, Camberley, Surrey. S Tel. Camberley 1650, ext. 230. (C3313)

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/5905. (W4015 R)

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (M617 R)

PORSCHE

A.F.N., Ltd.
SOLE Porsche Concessionaires for Great Britain. offer 1½-litre red convertible, latest model, very low mileage, in new condition, fully guaranteed; £1,950; official service and spares.—London Rd., Isleworth, Middlesex (Hounslow 0011). (C2015)
CALBORN, GARGES, Ltd., Ripley, Surrey, Tel. 281. Specialists in Porsche repairs and service. (M629 R)

Porsche Cars Wanted

REQUIRED, good used Porsche.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

RACING CARS

CHIPSTEAD MOTORS, Ltd., offer:

FRAZER NASH Le Mans Replica, 1950-1, mileage approximately 6,000, fully road equipped, special 6 branch exhaust, chrome plated wheels, all ready for season.

C Type Jaguar competition 2-seater, late 1955, meticulously maintained, very low mileage, approximately 4,000 miles only, 3 carburetors, Panhard rod, immaculate in blue and silver, virtually as new, ready for season, and capable of approximately 160 m.p.h.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London, S.W.3. Flaxman 0052/7253/7154.

COOPER'S GARAGE (SURREY), Ltd., of Surrey, Tel. Elm, 5346. are the sole concessionaries for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. (M621 R)

PERFORMANCE CARS Racing Section.—Aston Martin 2-litre, Speed model, £595; Maserati 4CLT, £595; Maserati 2.9, £645; M.G. K3, ex-works, £295; Cooper Lea-Francis 1950, £595; Frazer Nash Mille Miglia, £1,455; Ford 100 supercharged single-seater, £1,455; Cooper 500, £245.—See also under "Sports Cars."—Great West Rd., Brentford, Middx., Ealing 8641. (C3041)

RAILTON

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandeyke 5181. (M533 R)

REQUIRED, good used Railton.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Ports-mouth Rd., Cobham, Surrey. Cobham 2948. (M650)

RAPIER

1937 Rapier 10hp twin o/c fourseater drop head coupe, using original fully reconditioned throughout, completely recoloured in Comet blue, with new cream vinyl hood; a faultless example of this much sought after model, £325.—Ace of Spades, Great West Rd., Hounslow, 5476. (C2050)

RENAULT

RENAULT cars, spares, parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. (M421 R)

WELHAM'S RENAULT SALES & SERVICE, Surliton Hill Rd., Surliton, Elmbridge 1875, offer:

1954 Freigate 2-litre saloons from stock.

1954 750 sun and fixed roof from stock.

1952 750 de luxe saloon; £480. (C4070)

£245—1939 Renault 12 drop head coupe in good condition; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1953 Renault 748cc saloon, 1,748 miles, chrome, like new throughout; £565.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

1949 Renault 8.3hp 4-door de luxe saloon, genuine low mileage, exceptional condition; £345.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

MAYFAIR GARAGES, Ltd.—March 1953 750 4-door de luxe saloon, chrome, one owner, 11,000 miles, immaculate condition throughout, guaranteed; £515.—Balderton St., opp. Selfridge's clock, Mayfair, W.1. Mayfair 5104-5. (C3009)

Renault Cars Wanted

MAYFAIR GARAGES, Ltd.—Top cash prices for Renaults.—Balderton St., W.1. Mayfair 5104. (M416)

WELHAM'S RENAULT SALES & SERVICE, Surliton Hill Rd., Surliton, Elmbridge 1875, purchase all models. (W4070 R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tubel), N.W.3. Ham. 6041. (W4018 R)

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. (M6911 R)

REPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Ave., N.W.3. Primrose 2647.

RILEY

£265—1937 model, Riley 1½-litre Kestrel sports saloon, grey, wheel discs, spots, etc., taxed.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2062. (C2072)

RILEY

PC PERFORMANCE CARS ANNEKE NUMBER 2.—Good selection of guaranteed Rileys: we select from 150 cars.

RILEY 16.4 Continental saloon, 1958, £295; Riley 16.4 Kestrel saloon, 1958, £325.

RILEY 1½-litre Kestrel saloon 1957 £275; Riley 1½-litre Adelphi saloon, 1957, £195.

RILEY 9 Monaco saloon, 1956, £255; Riley 9 Monaco saloon, 1957, £275.

RILEY Adelphi 15.6 saloon, 1956, £195; Riley Falcon 1½-litre saloon, 1955, £145.

RILEY 9 Imp 2-seater, 1955, £295; Riley 9 Lynx 1000, 1955, £165.

RILEY 9 Imp 2-seater, 1955, £295; Riley 9 Trinity 1000, 1955, £165.

RILEY 9 Monaco saloon, 1955, £285; Riley 12.6 Kestrel saloon, 1955, £285.

IMMEDIATE hire purchase, insurance and part exchanges; see also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx., Ealing 8641. (C3041)

WM WELBECK MOTORS, Ltd., proudly offer the first Pathfinder.

1954 (May) Pathfinder, delivery mileage only, blue, grey leather, H.M.V., £1,650.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). (C4049)

RILEY CARS offer:

1954 1½ available from stock.

1951 2½, 52 features, green, green leather, radio, heater, windscreen washer, 22,000 miles; £850.

1951 2½, black with brown leather, heater; £775.

1953 1½, choice of 3; £950.

1952 1½, choice of 5, all under 20,000 miles; £875.

1952 1½, grey with maroon leather; £850.

1950 1½, almond green, green leather, heater, windscreen washer; £695.

55—56, Pall Mall, S.W.1. Trafalgar 7511. (M474)

GORDON & GLYNN

ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:

£325 1937 1½-litre Kestrel Sprite sports saloon, 58,000 miles, 28.2K, cross flow head, Scintilla valves, etc.; the engine was recently overhauled, crankshaft ground and balanced, block bored and sleeved to standard; the gear box was reconditioned 10 days ago and the brakes relined at the same time; fitted twin Windtones and long-distance spot lamps, rev. counter, etc.; a beautiful and genuine example of this famous model; 50mph plus.

£195—1946 1½-litre Adelphi, a sound example in above average condition.

£145—1934 Riley 9 Monaco saloon, manual gear box, knock-on wheels, a fine little car.

£100—Ship Monaco, a real little beauty, which we can highly recommend, it goes like a bomb and does over 35mph.

The above cars can be purchased with the utmost confidence, each one is thoroughly work-shop checked, backed by our three months' specialists guarantee and full after-sales service; open every weekday from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189-185, Pavilion Rd., Sloane Sq., S.W.1 (5 minutes Sloane Square Tube). Sloane 8326/8265. (C2075)

AUTOMOBILIA, Ltd., offer:

1946 Riley 2½-litre 4-door de luxe saloon, black, brown hide, heater, spot lights, excellent condition for year, £285.—Automobilia, Ltd., Pippside Garage, Dorking 4504, 3691. (C1089)

WARWICK WRIGHT, Ltd., offer:

1953 Riley 1½-litre saloon, green, heater 4,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761. (C4045)

WANSTEAD MOTORS, Ltd., offer:

1947 Riley 1½-litre saloon, black, radio and heater; £550.

WANSTEAD MOTORS, Ltd., 645, Eastern Ave., Ilford, Valentine 1155-6-7. (C4042)

H. A. SAUNDERS, Ltd., Golders Green, offer:

1954 Riley 1½-litre, black/green, heater; £1,205.5 10.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:

1954 (new) 1½-litre, see special announcement under "New Cars."

1952 (Nov. 1951) 2½-litre saloon, green with green leather, radio, heater and many other extras, 23,000 miles; £850.

1951 (April) 2½-litre saloon, black with red leather, radio, 36,000 miles one owner; £795.

1951 (March) 1½-litre saloon, bronze with red leather, heater, 32,000 miles one owner; £795.

1950 (July) 1½-litre saloon, black with brown leather, 16,000 miles; £735.

1947 (Jan.) 1½-litre saloon, black with green leather and beige cloth; £550.

49 Sloane Sq., S.W.1. Tel. Sloane 4727. (C1048)

1951 model Riley 1½-litre, as new; £725; north Kent area.—Box 5657. (M327)

2½-litre Riley saloon, black, radio 10,000 miles, one owner; £965; also

1954 1½-litre Riley 500 miles, virtually new; £1,145.

RIPCO, Ltd. (Riley purchased), 16, Albemarle St., Mayfair, London, W.1 Hyde Park 2952-3-4. (C3052)

SURSEX specialists for Riley cars and spares.—Caldyns, Ltd., Leves 1221. Successors to Lewes Motors, Ltd., 1057 R

RILEY

BARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston, Kingston 10079 R.

1936 Riley 1½-litre Lynx sports tourer, ex-Barclay Court, immac. £245; view Sunday—5, Solon Rd., S.W.2. (T2953)

G.M. ALFRED'S (1956), Ltd.—1946 1½-litre Riley, above average condition.—6-7, Warren St., W.1. Euston 5266. (C1008)

£465 1½-litre Riley saloon, May, 1946, care-milage, smart grey finish.

£645—Extremely rare series drop head fourseater coupe Riley on the 1½-litre chassis, Jan. 1949, unblemished coachwork with rich leather interior, special leather hood, very efficient heater, twin wing mirrors, interior roof lighting, overriders, Lucas and Marchal passlights, one of the smartest post-war coupes we have ever seen, exceptionally good performance.

£995—1½-litre Riley 1953 1½-litre saloon, equipped with full overhaul to chassis and 1100, special high compression head, winking ramblers, draught deflectors, heater with screen demisting, passlights, Windtones, etc., very, very low mileage and in condition equal to new.

£225—1½-litre Riley 1½-litre touring saloon, late 1937, attractive dark green finish, just completed 6,000 miles since rebody and full overhaul to chassis and gear box; outstandingly good performance; excellent tyres.

CALBORN, GARGES, Ltd., 197, Fulham Rd., Kensington London, S.W.3. Flaxman 0052/7253/7154.

1953 (May) Riley 1½-litre saloon, black, green leather, fitted heater, one owner; guaranteed 12,000 miles, as new; £975.

1950 (June) Riley 2½-litre saloon, bronze, red leather; one owner; perfect; £645.

1950 (March) Riley 1½-litre saloon, black, brown leather, one owner; perfect; £600. Gibbet (C1016)

£498—Riley 1½-litre 1946 saloon, original coach-tion, bodywork almost unmarked, V.G. tyres, excellent performance; many others.

BENNETT MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. 450 yds. Holland Park Tube.) Exchanges, H.P. (C1017)

245—Riley 1938 1½-litre Falcon saloon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below.

1953—Riley 1936 1½-litre Kestrel saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.

Rowland Smith, Hampstead (Hampstead Tube), Hamp-

£95 o.n.o.—Riley 9 Monaco 1933 saloon, complete mechanical overhaul, good body, must be tried.—Davies, W.1. 2989. (C4018)

RILEY 2½-litre saloon, 1947, black, brown leather, radio; bodywork and interior very clean indeed, all good tyres, excellent performance; £545.—Hillwood Wood, Mill Hill 4252. (C351)

11 Riley, one owner, reasonable mileage, smart appearance, sound mechanically; £559; exchanges and terms.—Lowe Motors, 105, Portland Rd., S. Norwood. (M254)

MAYFAIR COUNTRY CARS offer 1936 Riley, £144.

Four saloon, in superb condition, overdrive; £275.

Terms, exchanges: 7, George Yard, Grosvenor Sq., W.1. Mayfair 1151. (M204)

2½-litre 1948, one owner since new, maroon with red leather, heater, moderate mileage, first-class mechanical condition and just repainted; £575.—P.H. Barham, 51, Park Hill Rd., Clarendon. (C1042)

RILEY 1953 2½-litre de luxe saloon, colour black, interior green leather, fitted radio and heater, tailored seat covers, radiator muffs, a faultless car throughout, and absolutely unmarked; £295.

LISLES GARAGES, Ltd., 50-52, Broad St., Birmingham. Michael 5574. (C3445)

1947 (November) 1½ saloon, one owner virtually since new, black with red leather, heater, radio, engine reconditioned last month by Riley agents, available, and certainly one of the fastest and most reliable cars in the country, having very specially tuned engine ensuring 100 m.p.h. performance fully guaranteed; £975.—Coalwharf Rd., W.12. Shepherds Bush 2751. (T2913)

RONALD KENT (COACHBUILDERS), Ltd., offer a particularly superb 1952 2½-litre Riley saloon, mileage 17,000, probably the most immaculate example available, and certainly one of the fastest and most reliable cars in the country, having very specially tuned engine ensuring 100 m.p.h. performance fully guaranteed; £975.—Coalwharf Rd., W.12. Shepherds Bush 2751. (T2913)

RILEY Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tubel), N.W.3. Ham. 6041. (W4018 R)

EXCEPTIONALLY high prices paid for Rileys in good condition.—Harrow 4646. (W3008)

PRE-WAR 1½ or 9 Riley required urgently, cash.—Byron 0785, evenings. (T2477)

POST-WAR Rileys wanted.—Ross Motors, Ltd., Regent St., Hove, Leam. Tel. 558. (M461)

C.N.K. MOTORS require clean pre-war Rileys.—355 Finchley Rd., N.W.3. Hampstead 5712.

BALLES, Rues distributors, will purchase any Riley cars.—d. Bold St., Liverpool, 1, Tel. Royal 6000. (M374 R)

CLARKE & SIMPSON require only immaculate post-war Rileys.—d. Sloane Sq., S.W.1. Sloane 4727. (W1040)

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8, Tel. 65-8236-7. (M4044 R)

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8641. (W3041)

RILEY Buyers—Motourists (London), Ltd., 6, Ot. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (W3018)

THE CAR MART, Ltd., London, wish to purchase Rileys cars—552, Streatham High Rd., Streatham 0054. (M6963 R)

URGENTLY required, 1946-53 Riley 1½-litre saloons, also Sports Cars (Christchurch, Ltd., Lydbury Rd., Christchurch, Hants. Tel. 1661. (M2975)

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted, must have low mileage, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Chester 3. Tel. Deansgate 3325-6. (W2020)

RILEY Spares and Service

HARTLEY'S for Rileys, spares and service.—145-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (M246 R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Spares and Service
RILEY used parts and spares—Chili Parlour Cafe, By Pass Hatfield, Herts. [3217]
ACROFT ENGINEERING LTD.—Pre-selector gear boxes, exchange and repairs—169, Fulham Rd., S.W.3, Kensington, 7601 [10236 R]
REPAIRS, parts, reconditioned guaranteed gear boxes (including Warner); shock absorbers, engines—Tarrant & Frank 10 Winchester Mews, N.W.3, Primrose 2647 [0060]
SPECIALIZED Riley dynamo starter magneto repair and replacement service, old units bought.—Ace Ignition, Ltd., 60, Dudden Hill Lane, Willesden, N.W.10, Wil. 5492 [2506]
JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd. London N.W.5 Gul 5446 [0992 R]
RILEY distributors for 28 years.—Comprehensive list of spares, quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67 6622

ROLLS-ROYCE

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 9 p.m.
EXAMPLE: 1939 Wraith saloon with division, by H. J. Mulliner, painted black and upholstered in grey leather, 59,000 miles, £1,575.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open until 8 p.m. May, 7444 [C1082]
RIPON
RIPON BROS., Ltd.
THE leading Northern Rolls-Royce and Bentley specialists.
HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.
RIPON BROS., Ltd., Huddersfield 7070 (10 lines), Also Bradford, Leeds and Sheffield. [0905 R]
PB, Ltd., offer:—
1938 25 30 Rolls-Royce Barker owner-driver saloon with boot, semi razor edged, small mileage, in immaculate condition.
1935 20 25 Rolls-Royce with Hooper 4-door, 4-light owner-driver saloon body, recent overhaul, in beautiful condition throughout.
1933 Phantom II owner driver saloon, recently overhauled.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7, Ken. 9477-7478. [C3033]
L. F. WARD, Ltd.
1935 (first reg. '36) 20 25hp sports saloon, 4-light, with boot, black, brown leather, radio, discs, in excellent condition; £595.
L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 5253. [C4043]
VINTAGE AUTOS.
THE pre-war Rolls-Royce specialists.
ALWAYS a good selection of all types at very competitive prices.
66 London Rd., Tooting. Tel. Mitcham 3551 [C4039]
RUSSELL MOTORS offer:—
1938 25 30 Rolls-Royce G.Z.R. series Hooper sports saloon radio, heater, screen washers, etc.
1937 25 30 Hooper sports saloon, low mileage.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]
HAROLD SIMONS, Ltd., offer:—
1935 Rolls-Royce 20 25hp saloon, recent engine overhaul by Messrs. Rolls-Royce, and other minor work, all bills available; £535; trade enquiries welcomed; 3 months' written guarantee, free service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. (at North Circular Cross Rd., 3 minutes Trolley, East Finchley Tube). Finchley 0052-53-54. [C4065]
METCALFE & MUNDY, Ltd.
ROLLS-ROYCE 1937 Phantom III sports saloon by R. Young of Bromley, modified to solid tappets, in outstanding condition throughout; £895.
1930 Rolls-Royce 22hp, one owner, in outstanding condition for its year; £295.
METCALFE & MUNDY, Ltd., 280, Brompton Rd., S.W.5. Frenantle 5471. [C3064]
MANN EGERTON & Co., Ltd.
1940 Rolls-Royce Wraith 4-lt. sports saloon with luggage boot, Thrupp & Maberly coachwork, black with fawn leather upholstery, radio, screen washers, etc. ideal, superb condition; £1,850.
MANN EGERTON & Co., Ltd.
14 Berkeley St., W.1. Hyde Park 2073. [C3006]
MASCOT MOTORS, Ltd., offer:—
1936 25hp Windover sedan; £700.
1935 25hp Gurney Nutting fixed head foursome coupe, choice of two; £700 and £650.
1934 25hp Park Ward sports saloon; £650.
1932 25hp Owen sedan drop head foursome coupe, £525.
1930 25hp Barker Tickford 4-light saloon; £295.
237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007]
1925 Empire Exhibition 20hp saloon, green/black, reupholstered, wonderful performance.—Stannard, Ardingley College, Sussex [2976]
ROLLS-ROYCE Park Ward 6-light saloon, colour black, 14,000 miles only, first registered May, 1951; £5,450.—Brown & Malleson, Ltd., Blackpool. Tel. 2253 [3402]

H. R. OWEN, Ltd.
LONDON'S leading specialist in Rolls-Royce and Bentley cars, offer the following selection:—
1953 Hooper touring limousine, black with beige hide, 8,000 miles, £5,550.
1952 Park Ward sports saloon, velvet green with tan hide; £5,450.
1952 Freestone and Webb sports saloon with division, black with beige hide; £4,450.
1949 Gurney Nutting two-door sedan coupe, black and golden beige with beige hide; £3,950.
1949 James Young razor-edged sports saloon, black with blue hide; £3,600.
1949 Hooper touring limousine, black with brown hide; £3,250.
1939 H. J. Mulliner Wraith, fully razor-edged sports saloon, black with grey hide; £2,500.
1939 H. J. Mulliner Phantom III, fully razor-edged sports saloon with division, black with grey upholstery; £1,495.
1935 James Young 20 25 sports saloon, black with blue hide; £995.
WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.
17 Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032]
SWANMORE GARAGE, Ltd., offer:—
1950 Rolls-Royce Silver Wraith drop head four-seater coupe, £2,995.
1944 Rolls-Royce Wraith owner-driver saloon by Thrupp & Maberly; £1,725.
1940 Rolls-Royce Wraith Park Ward owner-driver saloon, with division, first registered 1949; £1,695.
1937 Rolls-Royce Ph. III Gurney Nutting, £800.
1937 Rolls-Royce Ph. III, by H. J. Mulliner; £1,175.
1935 Rolls-Royce Ph. II, by H. J. Mulliner; £595.
1931 Rolls-Royce 20 25 owner-driver saloon; £575.
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 43344-43345. [C4024]
JACK OLDING & Co. (MOTORS), Ltd.
OFFICIAL Rolls-Royce and Bentley retailers, offer:—
1952 Silver Wraith Park Ward 6-light saloon, 2 shades of green-green leather, one owner, only 500 miles.
1949 Silver Wraith Freestone & Webb 4-light saloon with electric division, 17,000 miles; £3,250.
1947 Silver Wraith Hooper touring limousine, black and grey, electric division, recent Rolls-Royce bills over £2,550.
AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030]
CHIPSTEAD MOTORS, Ltd., offer:—
25hp sports 2-seater, razor edge drop head coupe, 1934, black with red leather, two owners, immaculate condition throughout, discs, bumpers, etc., really attractive cars.
22hp Southern Replica streamlined d.h. coupe, re-cupolised dual maroon, red leather, Ace discs, bumpers, heater, pass lamps, etc., really attractive Rolls in every way; bargain at £495.
25hp 1934 Thrupp & Maberly foursome drop head, discs, bumpers, pass lamps, etc., birch tyres, unmarked, chrome luggage rack, excellent condition throughout.
VARIOUS other drop head coupes and sports saloons in course of preparation for sale.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]
BROOKLANDS: Individuality new and used cars.
1950 Rolls-Royce Silver Wraith 4-door sports saloon by James Young, complete overhaul by Rolls-Royce.
1950 Rolls-Royce Silver Wraith d.h. coupe by Hooper.
1947 Rolls-Royce Silver Wraith limousine by Mulliner.
BUY or sell with confidence; open 9 until 7.
103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]
1934 20 25 Thrupp & Maberly sports saloon, taxed, £595.—Below.
1928 20hp chassis fitted with spacious steel utility body with 2 bench-type seats and ample luggage room, ideal car for holiday use; £150.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012]
ROLLS-ROYCE (June, 1935) 40 50hp Phantom II Barker sports saloon, with boot; £550.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4400. [C3023]
1930 Rolls-Royce P.1 1935 Replica owner-driver sports saloon, good condition, excellent tyres, bargain, £1,85.—Hamstead 5430. [5496]
£150 or nearest 1928 21.5hp Rolls saloon, body shabby, engine recently overhauled.
Pearce, Rhanva, Warren Rd., Liverpool, 23. [3403]
ROLLS-ROYCE saloons and limousines, all models, C. at Llandan prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644.
CASS'S MOTOR MART—1935 Rolls-Royce Young sports saloon, black; terms and exchanges 5, Warren St., W.1. Euston 4119. [C1040]
1934 25hp Park Ward sports saloon, carefully maintained; £495.—Frank Dale, 61, Lancaster Mews, Lancaster Gate, W.2. Paddington 9276. [C1067]
1934 20 25 H. J. Mulliner saloon, well maintained.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061]
HEARSES Rolls, 1935 36 37. Several guaranteed chassis complete with magnificent Hearses Bodies from £1595. Attention Address!!
A. LPE AND SAUNDERS (COACHBUILDERS) Ltd., Head Office, Station Approach, Kew Gardens, Richmond 1161. [3308A]
1935 25hp, partition, forward occasional, extensive overhaul since 1950; £400.—Harrogate 2279. [3418]
1935 Rolls-Royce 20 25hp 4-light sports saloon, boot immaculate, very good mechanically, bargain; £455.—Marquay (London) 7211. [3280]

ROLLS-ROYCE

1939 Wraith, razor-edged, large sloping boot, owner driver, most modern and attractive looking, 2 owners, Rolls history; 64,000 miles, mechanical condition outstanding—Oxley 463.
1937 (Sept.) 25-30 Rolls-Royce Park Ward enclosed limousine 7-seater, one owner, serviced by makers, 30,000 miles, perfect condition.—Vidler, W. Crawford St., W.1. Pad. 4915. [2955]
1933 Rolls-Royce 20 25 sports saloon (Windover), black with brown hide, one owner, fitted with new tyres, radio and heater, taxed for the year; £565.
R. DEO TIMMS (MOTORS) Ltd., 17-18, High St., R. Taddington, Beds. Tel. 371. [C4064]
1929 20hp Rolls-Royce 1939 semi-razor-edged Replica saloon, in excellent condition; £335, terms of exchange.—253, Kensal Rd., London, W.10. Arnold 4604 6452. [C3017]
ROLLS-ROYCE 1931 7-seater, division, black body condition throughout, 25hp, very good condition throughout; £250.—Norman Autos, 354, London Rd., W. Croydon, Thornton Heath 4637. [3468]
ROLLS-ROYCE Wraith 1939 Mulliner 6-light saloon, electric heaters, radio, 2 spare wheels, ideal family car, modest mileage, excellent order; £1,200 or best offer.—Owner, Coppell Hall, Camberley, Tel. 1423. [3279]
G & M ALFRED'S (1936), Ltd.—1937 Rolls-Royce 25, 30, owner-driver, swept back saloon, £600 recently spent at Messrs. Rolls, fine condition throughout.—67, Warren St., W.1. Euston 3269. [C1005]

OWNER-DRIVER 1936 30hp Series GUL, partitioned, Hooper Saloon, extending boot, black, reasonable mileage, delightful condition, mechanical certificate, £750. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]
£595!!! 1935 Rolls-Royce 25, owner driver sports saloon by Barker, built in trunk and main lines make this vehicle a magnificent specimen, beautiful throughout, absolute bargain; 3 months' guarantee; hire purchase exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]
1937 Rolls-Royce 25 30 Hooper owner-driver saloon, adding rear 30,000 miles only, magnificent condition throughout.—Levet Motors, 142, Mainsbury Park Rd., Bournemouth, Tel. Boscombe 6265. [3029]

ROLLS-ROYCE coupé de Ville saloon, black, first registered September, 1937, chauffeurs division, radio, occasional seats, fitted trunks, cigar lighters, windscreen washer, lovely body by Windover, 61,000 miles, condition perfect, privately owned; £1,100.—Box 5735. [3267]
PHANTOM III, July, 1937, 7-seater division landaulet, 53,000, most immaculate, tools unused, two spares (new) boot, superb looker, discs, leather throughout, late property titled millionaire; £775.—Petersfield Garages, 1357 Stratford Rd., Birmingham, Springfield 1848.
1951 Rolls-Royce Silver Wraith fitted with Free-black with light fawn hide, 4-light sports saloon, finished in 1948, one owner, 27,000 miles, a most attractive-looking car, complete with all luxury equipment; £4,150.—Castle's Church Gate, Leicester. [3243]

1937 Rolls-Royce 40-50 Phantom III limousine by Barker, one private owner since new, complete Rolls history available, many extras, latest Rolls modifications, magnificent condition throughout; £975.—British & Colonial Motors Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 5388.
ROLLS-ROYCE Wraith, owner driver saloon with electric division (by Hooper), first registered March 10, 1948, duo tone grey, blue-grey hide upholstery, fitted radio, heater, concealed tables, cocktail cabinet, electric driver's window and rearblind, spotless condition; £2,750.—Paragon Motors (Wetherby), Ltd., North St., Wetherby, Tel. 123 and 569. [3345]

1931 25hp 8-passenger shooting brake, oak frame and aluminium body built in 1948, 4 side doors and rear doors, all removable seats, heater and full equipment, 5 good tyres, first-class mechanical condition, stripped and overhauled Feb. 1954, bills available; £375 o.n.o. or exchange post-war Rover 12-14hp.—Curry, 20, Wicker Lane, Sheffield. Tel. 26474/62902. [3040]

A & S 1937 Thrupp 30hp partitioned, swept back, Limousine black, forward occasional, exceptional condition; £855.
1936 25 30hp Hooper, partition, forward occasional, privately owned, genuine mileage 44,000, desirable condition throughout; £1,195.
W 1939 30hp Hooper partitioned deluxe Limousine, forward occasional, original owner, 52,000, black, magnificent throughout, reasonable cost.
1935 Phantom II Park Ward partitioned, teardrop occasional, 6-wheels, privately owned, magnificent specimen, exceptional opportunity, £595.
1935 P.3 29/13/35 (S.A.X. Series) Freestone & Webb, partition, forward occasional, speedometer reading 47,337, magnificent carriage; £795.
ALPE AND SAUNDERS LIMITED Seven passenger Rolls-Royce Specialists, Providence Court, North Audley Street, Mayfair-2941. [C1006.1]

Rolls-Royce Cars Wanted

C
M
THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970 R]
J. MARSHALL
WANTED, Rolls-Royce 22 22 and 20 25, all types of coachwork, any condition.
J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Watford 2369. [0498 R]
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018 R]
PERFORMANCE CARS urgently require Rolls-Royce P.—Great West Rd., Brentford, Middlesex. [W3041]
WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Glover, 20, Westway St., Crystal Palace, S.E.19. Livingstone 3562. [0345 R]
MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with original driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted
A & S urgently require 25hp Limousines, 1954/55 36 58 59, also Coupes, Saloons with N.O. Ape & Saunders Ltd., Providence Court North Ave. Street, Mayfair-2941. (W1006)

The Southern Motor Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war classics—Lowfield Heath, nr. Crawley, Sussex, Crawley 437. (0350/R)

Rolls-Royce Spares and Service
JACK BARCLAY (SERVICE) Ltd.
LARGEST official repairers Rolls-Royce cars. Servicing of overhaul work, coachwork renovations and accident work; large stocks of spares—Dancers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge, Flaxman 2223.
CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.
SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cutham 5956-7-8. (0614/R)
L.L. spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, West St., Crystal Palace, 10064/R. Liv. 3562

ROVER 10
£165—1937 Rover 10hp saloon; terms. Autoenips, 5, Balham High Rd., Balham 1509. (C1045/R)
£345—Rover 10 1939, engine just reconditioned, excellent cellulose, leather interior, tyres, etc., choice 3, many others.
BENMOTORS, L. Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, H.P. (C1017)
£249—1938 Rover 10 sports saloon, rear boot, immaculate condition, genuine thoroughbred. G.P. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham Tube). Bats. 1107-6-9. (C1024/R)
£545—The most magnificent Rover 10 saloon of the decade we have ever had, original owner's hands since Dec. 1946, speedometer reads 20,000, whole vehicle looks like brand new; this vehicle can not be faulted, you will buy it if you see it; 3 months' guarantee; hire purchase, exchanges.
AMBS OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

ROVER 12
H. BEART & Co., Ltd. offer:—
1947 Rover 12 saloon, the property of one owner since new, moderate mileage; outstanding value at £495.—102, London Rd., Kingston-on-Thames, Kin. 1548. (C1016)

1949 Rover 12hp model 60 saloon, black, first registered August; £650.
PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. (C1017)

1946 Rover 12 saloon, blue; £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3068. (C1017)
Z. MOTORS offer 1937 Rover 12, superlative condition, must be seen; bargain. £250!! (C1011)
Palmerston Rd., N.W.6. Mai. 4723.

ROVER 12 1939 de luxe sports saloon, sliding head, leather well maintained, £320.—Whitcliffe House, Alma Rd., Avenue, Bristol 36058. (3041)
365 gns.—Rover 12 1939 de luxe saloon, sliding head, leather, excellent condition; terms; exchanges.—Rowland Smith, below.

265 gns.—Rover 12 1937 4-door sports saloon, grey, sliding head, blue leather, excellent condition; terms; exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead 6041). (C1018)

£495!!—Rover 12hp saloon de luxe, 1947, over-engineered by Rover and fitted reconditioned engine in October last year, smart dark blue finish, very nice condition.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open all day Whit-Monday. (C1035)
1946-8 Rover 12 sports sunsaloon, black, brown leather, modest mileage, really excellent, taxed year; £475.—Great Mead, Wokingham (Berket 70). (C1032)

1940 Rover 12 saloon, one owner, exceptional. £2465; terms and exchanges.—Rays Automotives, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). (C1039)
1947 Rover 12 black sun saloon, engine completely reconditioned, new clutch and brakes, one previous owner; in lovely condition; interior heater; £455.—Ralph & Co., Conduit Place, Paddington, W.2. Pad. 8636. (C1036)

1947 (September) Rover 12 6-light saloon, black with fawn upholstery, fitted reconditioned engine, heater, fog lamp, low mileage, one owner, original condition; £475; hire purchase and part exchanges.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1036)

£395!!—Rover 12 sports saloon in that condition long sought after but rarely found; this vehicle standing beside a 1946 model has been mistaken for it; the condition is irreplaceable, the finish we have had; 3 months' guarantee; hire purchase, exchanges.

AMBS OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

ROVER 14
SLOOMBS, Ltd.

1938 Rover 14 6-light saloon, in black, fine condition, very clean car; £245, h.p. terms and exchanges, cars or motor cycles.—Sloombs, Ltd., Dudden Hill Lane, Willesden 4869 and Gladstone 9348. (C4017)

ROVER 14 sports saloon, 1946, one owner, 24,000 miles only, perfectly maintained, almost unmarked inside and outside.

CARR BROS. GARAGES, Ltd., 80, St. Purley, Surrey. Upland 4612. (C1041)

1938 Rover 14, one owner, rear boot, exceptional. £300.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

1947 Rover 14 saloon, 44,000 miles, excellent condition throughout. £495.—Sargeant & Follins, Bromley, Imperial 2242. (3467)

ROVER 14
£125—1955 Rover 14 4-door sports saloon, excellent runner; £50 down.—Bray Motors, 180, 184, West End Lane, N.W.6. Hampstead 6490. (C1024)

£525!!—1947 Rover 14 de luxe saloon, bodywork literally brand new, chassis 100%, whole vehicle looks and runs like 10,000 miles; 3 months' guarantee, hire purchase, exchanges.
AMBS OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

£385—1940 Rover 14hp sports saloon, late type series identical to 1947 model, same instruments, wheels and features, one owner since 1945, comprehensive overhaul to engine and gear box, a really attractive looking Rover in very good order.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open all day Whit-Monday. (C1035)

CAR MART, Ltd. **ROVER 16**
1947 Rover 16hp saloon, sliding head, radio, heater; £565.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6560. (C1039)

CLANFIELD LAWRENCE offer:—
1940 Rover 16 6-light saloon, blue blue, one owner and only 59,000 miles since new, completely original throughout; £365.—407, High Rd., N.12. Finchley 0991. (C2055)

1938 Rover 16 de luxe saloon, in really most excellent condition throughout; £325.—Jacqueline, Ltd., 225-7, Hammersmith Rd., W.6. Riverside. (C2045)

£225—1938 Rover 16 4-door de luxe saloon, £60 overhaul bills available, taxed December; £75 order, any trial; £465, or £125 deposit balance over 18 months; exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C4071)

1946 Rover 16hp sports saloon, black with brown leather upholstery, very clean car in good order, any trial; £465, or £125 deposit balance over 18 months; exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C4071)

ROVER 20
£395!!—Rover 20 de luxe sports saloon, literally looks and runs like 1948 model, actually just pre-war but no one would believe it; 3 months' guarantee, hire purchase, exchanges.
AMBS OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

ROVER (60, 75 and 90)
ACRES offer:—
1951 Rover P.4 saloon, black, red leather upholstery, heater radio and many extras, speedometer reading 21,000 miles, undoubtedly genuine; £675.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)
COOMBS & SONS (GUILDFORD), Ltd. offer:—

1952 Rover 75 saloon, colour blue with blue leather upholstery, mileage 20,000; £950.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

1954 Rover 60 saloon, 900 miles; list price.—Weybridge 609. (C1057)
1953 Rover 75 saloon, green, green leather, H.M.V. radio, superb condition; £1,115.—Below.

1954 (Series) P.4 saloon, green, green hide, radio, etc., 8,000 miles, superb condition; £1,115.—Below.

1954 (March) Rover 60 saloon, cream, red leather, H.M.V. radio, etc., 2,500 miles only, as new; £1,250.—Robbins, East Putney, Tel. 4581. (C3010)

1951 P.4 saloon, special engine, 3 carburetors, 22,000 miles, radio, exc. cond.; £895.—Cray, 5242. (C1045)

1952 75, 18,000 miles, radio, special grey finish, taxed; £935.—Bowman's Garage, Weybridge 3465. (C1045)

1953 Rover 75, green, 9,200 miles, new condition, any trial; £1,050.—Messenger, Little Clacton, Tel. 1336. (C1079)

1951 Rover 75, green with green upholstery, fitted radio; £875.—Dunham & Haines, 46, Castle St., Luton 2100.—Below.

1953 Rover 75 saloon, very clean car.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester. (C2028)

1954 (March) Rover 75 saloon, 270 miles only.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

1950 Rover P.4 saloon, black, heater, immaculate condition; £775.—Hale Motors, Ltd., The Hale, Tottenham 7771-4. (C2076)

£895!!—Immaculate 1951 P.4 Rover 75, one very fastidious owner, the whole car faultlessly maintained, just fitted new set of Dunlop tyres and Lifeguard tubes.

£645!!—1949 Rover 75 sports saloon, late type model with improved front axle assembly, another one owner car in our usual immaculate order.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open all day Whit-Monday. (C1035)

1951 (Dec.) Rover P.4, one owner, superbly finished in black with grey leather, 25,000 miles, £895.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester. Tel. 60519. (C1059)

FOR sale, 1954 Rover 75 saloon, genuine mileage 20,000, has been very carefully run in, extras fitted, virtually brand new.—Thomas, South St., Wells. Tel. 3193. (C1059)

1954 model Rover 75 saloon, one owner, black/red, radio, 11,000 miles, immaculate.—Halls (Finchley), Ltd., Odessa Parade, North Finchley, London, N.2. Tel. 414. (C469)

£799!!—1950-1 Rover 75 de luxe saloon, speedometer reads 12,000 but whole vehicle looks and runs as though it had only done 4,000, irreplaceable value at this price.—Below.

£626!!—1948-5 Rover 75 sports saloon, specimen car, one owner since new; 3 months' guarantee; hire purchase, exchanges.
AMBS OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1949 Rover 75 6-light saloon, black with grey leather, loose covers from new, fitted heater and sunroof, one owner, a specimen car, taxed year; £595.—Victoria Motors, 32, Long Millgate, opposite Victoria Station Manchester. 3. Blackfrank 1549.

Rover 75 Cars Wanted
Box W 971, Lee & Nightingale, Liverpool. 1559
LAND-ROVER

OFFERED BY —
EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. 0195/R

TOM GARNER, Ltd. offer:—
1953 Land-Rover, green, 11,000 miles; £585.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. (C1030)

COOMBS & SONS (GUILDFORD), Ltd. offer:—
1952 Land-Rover, in excellent condition, one owner since new; £465.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country:—
1953 Land-Rover, 6,000 miles, one owner, outstanding condition; £510.

1950 Land-Rover, 27,000 miles, one owner, good condition; £295.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. (C2059)

LAND-ROVERS, choice of seven, 49 to 52; £250 to £400; also new spares, or sound used.—Wick Autos, 15, St. John's Rd., Hampton Wick, Kingston 0194/R

G & M ALFRED'S (1956), Ltd.—1953 Land-Rover, £435, selection from 1949—6-7. Warren St., W.1. Fuston 5265. (C1005)

1949 Land-Rover, 24,000 miles only, taxed year, new track-trip tyres and tubes, new hood, carefully used; £310.—Birch, Brookland, Weybridge, Bracknell, Berks. Tel. Winkfield 7081. (5247)

Rowland Smith's, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.1. Ham 6041. (W4014/R)

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. (W2059)

ROVER MISCELLANEOUS
HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 224). (C1057)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444). (C1057)

DEPOTS at:—
MANCHESTER (Blackfriars 7845).

BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 807).
CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).

CHART WEST ROAD (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Guliver 4111).

HENLYS, Ltd., England's Leading Motor Agents
BEARDS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston-on-Thames 3348. (0390/R)

Rover Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.1. Ham 6041. (W4014/R)

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (C1042/R)

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool 1. Tel. Royal 6622. (C1047/R)

REQUIRED black Rover P.4, perfect condition.—Cupping, Itherton, Chichester, Tel. Birdham 376. (C1047/R)

ROVER BUYERS.—Motorsists (London), Ltd., 246, North Rd., E. Finchley Station, N.2. Tudor 2301-2. (W5018)

TOP price paid for Rover or similar type car; trade or privately.—51, Streatham Hill, S.W.2. Tube Hill 2676. (W5016)

Rover Spares and Service
LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. (C1021/R)

EVANS (WIMBLEDON), Ltd., 205, St. James's Rd., Wimbledon, Tel. 0163-4-5. (0214/R)

C and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (0039/R)

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialist service.—Tel. Datchet 54. (10437/R)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd. Forest Gate E.7. Maryand 4518. (10437/R)

BARKING—For full stocks of spares and genuine service for Rover owners come to Alton's Garage, Ltd. 105-7 Longbridge Rd., Barking, Tel. Rippleway 1265. (0518/R)

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester 2. Tel. Blackfriars 2502. (10566/R)

REPAIRS at reasonable prices; parts, gears, recommendations, shock absorbers, trade discount.—Tarrant & Fraser, 10 Winchester Mews, N.W.3. Primrose 2647.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SIMCA

1954 Simca new coupé, private owner, best offer accepted—Vic. 5485 (1519)
 C. V. RUSHMER or Simca—1954 Aronde saloon, showroom condition, £785—39, Holland Park W.11, Park 5751. (C3061)
 SIMCA Aronde—Several demonstration cars available, very low mileage and maintained in perfect condition. Details from Fiat (Holland) Ltd., Water Rd., Wembley, Tel. Perivale 5651. (10395/R)

Simca Spares and Service
 Genuine parts, repairs, reasonable prices, Simcas bought, sold, Tarrant & Frazer, 19, Winchester Mews, N.W.5. Primrose 2647. (10063)

SINGER

SLOCUMBS, Ltd.
 ROADSTER 1947 4-str., in red with new hood and carpets, very pleasant, good-looking car, radio, £345; H.P. terms and exchanges, cars or motor cycles. —Slocumbs Ltd., Duncun Hill Lane, Willenden 4569 and Gladstone 9548. (C3017)
 GORDON CARS (LONDON), Ltd., Spe. 4701.

1950 51 Singer 1500 saloon, radio heater, seat covers, choice of 3 from £425.
 GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube Station), N.W.11. Spe. 4701. (3175)

HENDON CENTRAL GARAGE Ltd., offer:—

1939 Singer Bantam saloon, well cared for car, £185—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

1955 Singer 1500 saloon, 1952, one owner, genuine low mileage, used as second car, £595—R. S. Currie & Co., Ltd., 105, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

1954 Singer 9 Le Mans 4-str., open sports, £60 down—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

1949 Singer 10 saloon green, brown cloth upholstery, £295—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. (C1065)

SINGER Roadster 1500, July 1953, grey, red upholstery, 6,000 miles, one owner, hire purchase, £260—Gutter, Codonia, Wellington, Shropshire. (3407)

395 Sins—Singer 9, 1951 4A.B. sports roadster, glass side-screens, one owner, excellent condition; terms, exchanges—Rowland Smith, below. (C3018)

225 Sins—Singer 9, 1953 sports roadster, glass side-screens, passenger, very good condition; terms, exchanges—Rowland Smith, below. (C3018)

125 Sins—Singer 10 1953 saloon, black, sliding head, blue leather, good tyres; terms, exchanges—Rowland Smith, below. (C3018)

95 Sins—Singer 1956 de luxe 4-door saloon, sliding head, leather, good condition; terms, exchanges, list, Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6311. (C3018)

£385—1948 Singer 10 de luxe saloon, genuine small mileage vehicle, about 20,000, bargain price, more than £1,000—Rowland Smith, below. (C3018)

LAMBS OF WOOL GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer—Hampstead (Tube), N.W.3. Ham. 6041. (W4015/R)

Singer Spares and Service
 The Singer agents for spares, service repairs, Auto-menders Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (10754/R)

LANCASHIRE'S premier Singer spares stockists, 63, Colindale Ave., Colindale, N.W.9. Tel. 559. (10754/R)

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service, St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. (10605/R)

MANCHESTER, South Lancashire, North Cheshire, specialise in Singer spares and spares facilities, Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4080. Deansgate Manchester. Deansgate 4507. (10390/R)

A LENS OF BRISTOL—Singer distributors, A. Somerset and South Gloucestershire, comprehensive spares stock, quote chassis number—Berkley Square, Bristol, Tel. 25514. (10219)

REPAIRS at reasonable prices; parts, gears, resins, suspension, shock absorbers; trade discount—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Primrose 2647. (10395)

SPORTS CARS

CARS for the enthusiast.

IF you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

VINTAGE AUTOS, Head Office and Main Showrooms, 66, London Rd., Totting, Mitcham 3591. Bargain basement for thoroughbreds under £150—185, Elmers End Rd., Beckenham Tel. 2521. (C4039)

CHARACTER CARS offer:—

FRAZER NASH, 1926 Anzani 2-3-seater, in specimen condition, £150—Hudson, 1936 saloon, under 50,000 miles from new, M. 1939 2-6-litre drop head, Riley, 1946 2-6-litre, maroon, one owner and moderate mileage, Riley, 1956, Kestrel/Sprite saloon; Wolsey, 1959, 14hp saloon. (C3018)

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon, Croydon 2555. (C1044)

CHILTERN CARS offer:—

LLARD 1951 J.2, wire wheels, numerous extras, exceptional condition; £595.
 M.W. 1939 type 328 2-seater, first-class order; £475.

FIAT 1938 1100 saloon, excellent order throughout; £185.
 M.G. 1947 (September) TC 2-seater, reconditioned engine, many extras; much above average; £395.

RILEY Gamecock 9hp 2-seater, entirely original, excellent condition; £135.
 CHILTERN CARS, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. (C1045)

SPORTS CARS

MERCURY offer:—
 1947 H.R.G. 2-seater 1100, one owner, unknown tyres, twin spares. (C3014)

1935 Morgan 4/4 2-seater, black, excellent performance, choice of two. (C3014)

1937 T.A. Mark V 2-seater, extremely attractive car. (C3014)

1939 MG VI B.S.A. Scout 2-seater, a really first-class runner. (C3014)

1937 T.A. Mark V 2-seater, a really first-class runner. (C3014)

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SPORTS CARS

SEE Sell, under Lancia, Hotchkiss, Frazer Nash-B.M.W. (C4069)

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

K. Ardun engine, just passed by Allards after £150 overhaul, new Dunlop racing tyres, Alfa red, terrific performance, indistinguishable from new; £265.
 LVIS Speed 20 1954 V.D.P. sports 4-seater, exceptional condition; £275.

DARRACQ 1939 4-litre special Paris Show streamlined 5-door fixed head coupe, with fitted tail, 4ft 6in high, Bugatti blue, pique upholstery, fitted chrome ducos, overhauled, 100mph.

DELAGE D6 70 1936 streamlined saloon, recollared engine, reconditioned engine, brakes, steering, clutch, etc., etc., just fitted, Cotal box specimen; £475.

DELARAYE 135M, 1939 model, fitted reconditioned Leyland engine, completely overhauled gear box, clutch, brakes, steering, etc.; Chapron 2-door fixed head coupe, blue/black; £575.

LE MAN'S Frazer Nash—See under "Racing Cars"

HEALEY Silverstone 1950-51. E. chassis, bronze green, air scoop on bonnet, genuine 8,000 miles on 11, indistinguishable from new; £265.

FEB. 1950 Silverstone, Alfa red, new tyres, excellent condition.

C-Type racing Jaguar—See under "Racing Cars."

XK120 late 1953, fully modified, one titled £1,800, owner, originally cost approximately £1,000, chassis kept unaltered, negligible mileage, indistinguishable from new.

100 Competition 2-seater Jaguar, specially built by Henlys and reg. 1949, new engine and XK150 gear box, terrific performance, probably one of the best in the country.

ROLLS-ROYCE see "Rolls-Royce" column.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0952 728 7153. (C1046)

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station. Orally or District Undergound.

WRITTEN guarantee, immediate H.P. and insurance. B.M.T.A., M.A.A., appointed R.A.C.

FRODO over 150 in stock all plainly marked with year and price we select.

LLARD 91P sports saloon, radio, heater, 1950, £445; Allard 71K d/h foursome, 1948, £345.

LLARD 61M 4-seater, 1950, £395; Allard 61M sports saloon, 1948, £285.

LVIS Speed 20 drop head foursome, 1955, £255; Allard Speed 20 Charlesworth saloon, 1955, £255.

LLARD MEO 17 3/4 supercharged Castagna, 1954, £395; Alfa-Romeo 1750, 1951, £175.

ASTON MARTIN, large selection of pre-war models. See under "Aston Martin" column.

Bentley 3 1/2, Mulliner d/h tourer, 1934, £495; Bentley 3 1/2, Park Ward saloon, 1935, £555.

Bentley 4 1/2, 4-litre, 1929, £195; Bentley Red Label d/h foursome, 1929, £275.

Bentley Blue Label tourer, 1925, £145; Buckler 1.172cc sports 2-seater, 1952, £425.

CITROEN Light 15 sports saloon, 1946, £395; Delage D6 75 drop head foursome, 1934, £225.

FRAZER NASH Mille Miglia, 1952, £1,495; Frazer Nash-B.M.W. Type 328 2-seater, 1938, £495.

FRAZER NASH-B.M.W. Type 55 2-seater, 1937, £275; Fiat 500 cabriolet, 1937, £195.

HEALEY Silverstone, one of the fastest of its type, Halesworth throughout, full weather equip., 1950, £595.

HAILEY 2 1/2-litre Duncan sports saloon, 1952, £595; Jaguar 3 1/2-litre drop head foursome, 1948, £445.

JAGUAR SS100 3 1/2, comp. 2-seaters, 1938 9, two from £345; Jaguar 2 1/2, 1938, £195.

JAGUAR V12 Park Ward sedan de ville saloon, electric division, radio, specimen, 1958, £545.

LAGONDA 4 1/2-litre Vanden Plas tourer, 1954, £225; Lakonon Rapier 10hp saloon, 1954, £225.

MASERATI 2.9 Grand Prix road car, ex-Cranpton, 1937, £265; Maserati 4/4 10hp 2-seater, 1938, £225.

MERCEDES-BENZ 500K cabriolet B. 1937, £395; Mercedes-Benz 500K cabriolet B. 1937, £395.

MORGAN Plus Four 2-seater, 1952, £345; Morris Minor convertible, 1949, £445.

G—See large selection under M.G. column; also spares and service.

RILEY'S—See large selection under Riley column; also spares and service.

ROLLS-ROYCE 20 25 Windsor limousine, 1933, £275; Rallion Straight 8 d/h foursome, 1938, £245.

TRIUMPH Dolomite 1 1/4 drop head foursome, 1958, £225; Volkswagen standard saloon, 1947, £265.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS ANNEXE: Number 1.

LVIS Speed 20 saloon, 1954, £115; Alvis 17 saloon, 1938, £95; Austin 10 saloon, 1935, £45.

LVIS 14 Firebird coupe, 1935, £155; Bentley 6 1/2, 1930, £215; Bentley Speed 6 1/2, 1930, £145.

CITROEN 15 saloon, 1936, £135; Delage D.8 coupe, 1931, £115; Ford 10 tourer, 1937, £145.

FRAZER NASH Ford V.8 saloon, 1938, £145; Ford V.8, 1938, £65; Graham 26hp saloon, 1941, £145.

HOTCHKISS 24hp Tickford coupe 1951, £65; Lagonda 3-litre tourer 1950, £145.

MERCEDES-BENZ 2-litre cabriolet 1954, £145; M.G. 2-litre drop head foursome, three from £125.

OVER 16 saloon, 1937, £145; Singer 9 2-seater, 1955, £165; Standard 12 saloon, 1937, £145.

SPARE PARTS, CARS ANNEXE, Windmill Rd., Brentford, Middlesex. Ealing 8841. (C3041)

£275—Supercharged 750cc Austin Cambridge Special, fully equipped for road. Lockheed brakes.

X.1. SERVICE STATION, Kingston Vale S.W.15. Kin. 5553. (C4060)

FRAZER NASH 1951 Interceptor, Meadows Brooklands 4ED, £135—Nash Cottage, Club Lane, Blackwater, Camberley. (3409)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CONNAUGHT L5, June, 1953, 1,767cc, 109 mph, terrific acceleration, 2-seater body by Abbott; offers around £900.—Tel. Wimbledon 1519. [2874]

1953 Lea-Francis 2½, sports 2/4-seater, B.R.G. fitted Alfin drums, seat covers, screen wash, fog, spot lights, as new, no competition; £395, no offers.—Box 5724. [3254]

FRASER NASH 1953 Targa Florio, 140bhp Bristol engine, genuinely as new, ice blue with blue leather, spare wheel in givings extra large boot.—Apply A.F.N., Ltd., or Brooklands, Bond St. [2854]

1950 Healey Silverstone, finished red, faultless condition in every detail, low mileage, one owner, recent special maintenance overhaul and tuned to 120 m.p.h., almost as new; £695.—Pantiles Service Garage, London Rd., Guildford S26. [C5055]

JOHNSON & BROWN offer 5½-litre Jaguar, 1938, 41,000 miles, £285; Ralston drop head coupe, £295; 4-type M.G. supercharged 1948 Allard 4-seater tourer, £375; Allard drop head coupe, £375; Lancia Astura Farina saloon, Series IV, £650; Rolls-Royce Phantom 11 fixed head four-seater coupe, £295; Bugatti Type 35 2-seater, £500; M.G. Midget 2-seater, £200.—Ringers Rd., Bromley, Kent (20 mins. Victoria). Ravensbourne 6479 and 2322. [C2075]

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

£150 for Riley or Lagonda Rapier.—M. Beynon, 26, Wordsworth Ave., Cardiff. [3578]

PRIVATE.—Wanted, 10hp 4-seater sports or coupe, write, stating year, condition, price.—Langlan, 13, Bayonne Rd., W.6. [3551]

PERFORMANCE CARS.—S.O.S.! Stock selling rapidly; sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W3041]

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Auto-menders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [C7053/R]

STANDARD 8

NORMAN AUTOS offer:—

1947 Standard 8 coupe, grey, blue interior, £265; also 1938 tourer, as new, £295. [W4018/R]

NORMAN AUTOS, 352, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [3114]

1954 Series Standard 8 4-door saloon, genuine 1,400 miles only, as new, taxed; £485.—SOUTH WESTERN GARAGE (NEW MALDEN), Ltd., Station Garage, New Malden, Surrey. Tel. Malden 1212. [C4047]

1946 Standard 8 tourer, above average; £225.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C2555]

1939 Standard 8, £275; 3 months' guarantee; terms and exchanges. [3357]

JACK WILLIAMS MOTORS, Ltd., 160, Priory Rd., Hornsey, Moutview 5228 and 5774. [C4054]

1947 Standard 8, black, excellent condition, taxed year, £325.—L. Mendel, Ltd., 85, West Portland St., W.16. Langham 2261-2. [C5067]

1946 Standard 8 saloon, excellent condition, three months' guarantee; £250.—A.Z. Motors, Palmerton Rd., N.W.6. Mai. 4723. [C101]

1948 Standard 8 saloon, black, brown upholstery, mileage 28,000, excellent condition, new tyres, taxed December; £355.—Featherstone Car Sales, Hendon 5624. [3457]

165 cc.—Standard 8, 1941 saloon, grey, sliding head, blue leather, good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

STANDARD 8 saloon, specially equipped and tuned for competitions; radio and heater, spare high compression head, fog, spot, reversing, interior and M.R. lights corrected speedo with trip; £540.—Lothman Whitegate Drive, Wokingham, Tel. Wokingham 754. [3262]

Standard 8 Cars Wanted

RICHARDS & CARR buy Standard 8, 1955-4.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

STANDARD 9

1939 Standard 9, black, clean neat car, excellent engine, recently decoked, good 30 m.p.h., all tyres, accessories working, bargain, £190; owner new car.—Mr. Thakur, 11, Kidbrook Grove, S.E.5, Greenwich 3871, after 7 p.m. [3250]

STANDARD 10

£185.—1938 Standard 10 de luxe saloon, clean car; terms.—Autopins, 5, Balham High Rd., Balham 1509. [C1009]

1938 Standard 10 saloon, good condition throughout, taxed, £175.—110, Battersea. [C5315]

STANDARD 12

DICKS.—Standard 12 drop head four-seater coupe, really fine car, £375. [C1072]

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn, Maids Vale 688-9. [C1072]

1937 Standard 12, splendid mechanical condition; £165.—Kirkdale Cars, Cobles Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

395 cc.—Standard 12, 1948 four-seater drop head coupe, black, red leather, carefully used; terms, exchanges.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

295 cc.—Standard 12, October 1947 saloon, sliding head, leather, good condition; terms, exchanges.—Rowland Smith, below. [C4018]

195 cc.—Standard 12, 1939 saloon, sliding head, leather, i.f.s., very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

1948 Standard 12 saloon, sun roof, beige, heater spot lamp, in really good condition, taxed year; £385.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. [C3011]

1947 Standard 12 saloon, black with brown leather upholstery, 4,000 miles since engine overhaul, a very carefully maintained car, taxed for year; £365.—L. F. Dove, Ltd., Woking 1242. [C1078]

Standard 12 Cars Wanted

PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

STANDARD 14

DICKS.—Standard 14 utility saloon, most useful and attractive body; £375. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 688-9. [C1072]

£365.—Standard 14 1947 d/h coupe, engine just reconditioned, new hood, faultless cellulose and chrome, many others. [C1072]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. 50 yds. Holland Park Tube. Exchanges, R.1017. [C1017]

£350.—Standard 14 saloon, 1947, one owner, black, green leather carefully maintained.—Guilbina, Harold, Bedford, Harrold 348. [3297]

1946 Standard 14 drop head coupe, immaculate throughout; £325.—Kirkdale Cars, Cobles Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

345 cc.—Standard 14, 1947 saloon, black, sliding head, red leather, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

1948 Standard 14 four-seater drop head, finished black, beige leather, one owner, small mileage, beautifully maintained, any examination.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007]

STANDARD VANGUARD

RAYMOND WAY, of Kilburn. [C4007]

RAYMOND WAY, the hire-purchase specialists. [C4007]

1949 Standard Vanguard saloon, extremely smart coachwork, leather upholstery, radio and heater fitted, negligible mileage; 410ms. [C4007]

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C4007]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

GATEHOUSE offer:—

1951 Standard Vanguard saloon, heater and radio, loose, motor cycles guaranteed; £545.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Moutview 4444. [C2021]

S'COMBES, Ltd. [C2021]

1952 Vanguard, grey, 21,274 miles, heater, mirrors, spot lamp, as new; £355; H.P. terms and exchanges, car, motor cycles.—Slocumies, Ltd., Dudden Hill Lane, Willesden 4669 and Gladstone 9548. [4017]

AUTOMOBILIA, Ltd., offer:—

1950 Standard Vanguard 4-door de luxe saloon, metallic green, grey leather, low mileage, excellent condition; £435.—Automobilia, Ltd., Pippin Road, Goring, 4304, 3891. [C1089]

HAROLD SIMONS, Ltd., offer:—

1950 Vanguard estate. See under Utilities. [C4065]

GUY SALMON AUTOMOBILES offer:—

1952 Standard Vanguard estate car, 23,000 miles, comet blue blue upholstery, heater, excellent condition; £465.—Portsmouth Rd., Thames Ditton, Emmerbrook 551-2-3. [C4001]

ENGINES RECONDITIONED, Ltd., offer:—

1950 Standard Vanguard, black, red leather, immaculate; £465.—355, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5566. [C2070]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 (Feb.) Standard Vanguard saloon, one owner, highly recommended; £475. [C4004]

AUSTIN House, 100-104, Grove Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

£425.—Standard Vanguard, 1949, leather upholstery and heater, splendid condition. [C4004]

FERRARIS or CRICKLEWOOD, Ltd., 209-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008]

1950 Vanguard, one owner, good condition, taxed year; £455.—Hendon 3559 and 8460. [C2074]

ALWAYS a selection of Standard Vanguards with a written guarantee and free after-sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.16. (Few minutes Clapham Junction.) [C5022]

1953 Vanguard 1, grey, leather, heater, Regency covers, 8,500 careful miles, one private owner, £585.—Box 5697. [3220]

1951 saloon, maroon, beige upholstery, one owner, taxed year, excellent mechanical condition; £465.—K. J. Motors, Ltd., Ravensbourne 3456. [5159]

Standard Vanguard, excellent condition; £450.—Beardmore, 26, Queensway, W.2. Baywater 0156. [C1015]

1951 Vanguard, colour grey, grey leather, including tyres; £495. [C1015]

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0639. [C2035]

1952 Standard Vanguard saloon, one owner, fitted overdrive, radio, heater, external sun visor, an exceptional car; £625. [C3052]

RIPPO, Ltd. (VANGUARDS PURCHASED), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3/4. [C3052]

1949 (December) Vanguard saloon, 20,000 miles only, heater, radio and leather, one owner; £430.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

1952 model Standard Vanguard (Nov. 1951), radio, heater, one owner, low mileage; £525.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4513. [C4041]

1952 Vanguard saloon, grey, red interior, fitted heater, 8,000 miles only guaranteed, taxed; £410.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0265. [C1065]

1952 Standard Vanguard, silver grey, one owner, immaculate car; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1061]

STANDARD VANGUARD

1952 Standard Vanguard, grey and red, one owner, exceptional condition, taxed year; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maldenhead 5451-2. [C3011]

PRIDE & CLARKE, Ltd.—1951 Standard Vanguard saloons, black/red, blue/red, choice two from £439, three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068]

£444.—Only, speedometer reading 14,000, whole vehicle spotless throughout; 3 months' guarantee; hire purchase exchanges. [C3068]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6281 (East Finchley Underground). [C2052]

1952 Standard Vanguard, one owner, metallic grey, red leather, heater, 3 new tyres, 32,000 miles, excellent condition; £550.—Drew's, Ltd., Woodgrange Service Stations, Romford Rd., E.7. Gra. 6601. [3262]

KENTISH & THOMSON, Ltd.—1952 Standard Vanguard saloon, black with grey, fitted heater, White wall tyres, in excellent order throughout; £585.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047]

1951 Standard Vanguard, maroon, leather, heater, one owner, 24,000 miles; supplied by us, and in superb condition throughout; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035]

1952 (Aug.) Standard Vanguard works-built estate car, 7,000 miles only, one owner, finished attractive comet blue, as new; £635, taxed December. [C4035]

Motorists (London), Ltd., Gl. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C3018]

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

TOP price paid for Vanguard or similar type car, trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6998.—Standard and Triumph Main Distributors in areas of Surrey and Kent, 10052-1. [C4035]

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MARSTON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R]

PHASE II Vanguard, if possible with overdrive, urgently required, good condition car only.—K. St. 6, Hall Rd., N.W.5. [0181/R]

Standard Spares and Service

KJ MOTORS, Ltd.—Spares, reconditioned units, Gilling, Radnottable agents.—Bromley, Rav. 3456. [0187]

BAKER'S MOTORS (LONDON), Ltd. (Tel. Balham 5656) for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522]

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd. New York Rd., Leeds, 2. Tel. 2949. [0181/R]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering. [0181/R]

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5486. [0475/R]

STANDARD spares all models from 1935; replacement units, complete overhauls, reculculating.—Pitticks, Ltd., Alexandra Terrace, Guildford, Tel. 5291. [4251]

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. [4250]

STANDARD spares for all models, largest provincial stockists.—Hollinsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R]

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; order and dispatch immediately.—59-61, East Brompton, King's. Kin. 5151-4. [0286/R]

REPAIRS at reasonable prices! Parts, gears, reconditioned guaranteed gear boxes (incl. 10/12, 1934/35), engines, shock absorbers, trade discount.—Tarrant & Fraser, 10 Winchester Mews, N.W.3. Primrose 2647. [0978]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Gilling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5906-9. [0002/R]

STUDEBAKER

OVERSEAS CARS, Ltd., offer:—

1940 Studelaker Champion saloon, 1½d. red, fitted overdrive, radio and heater; £545. [C4041]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 4725. [C4041]

1951 model Studelaker Commander electric control, hill hold, radio, heaters, etc.—Owner, Coppell Hall, Camberley, Tel. 1425. [5237]

Studebaker Spares and Service

REPAIRS, parts, reconditioned guaranteed gear boxes, shock absorbers.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 615. [0622]

SUNBEAM-TALBOT

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1951 Sunbeam-Talbot 90 sports saloon, leather, radio and heater, bronze, preserved. [C3042]

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

CAR MART, Ltd. [C3042]

1952 Sunbeam-Talbot 90 drop head coupe, heater, £795.—Car Mart, Ltd. Upper Montagu, W.1. Ambassador 1837. [C1099]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

NORMAN AUTOS offer:—
SUNBEAM-TALBOT model 90 convertible coupe, impeccable condition; £595.
NORMAN AUTOS, 352, London Rd., West Croydon, Surrey, Tel. Thornton Heath 4657. [3115]

ELITE MOTORS offer:—
 1952 (October) Sunbeam-Talbot 90 saloon, cellulose in dual colours, silver and gold, red leather interior, fitted radio, heater, screen washers and Ace Rimmlishers, low mileage, one owner; £795.
ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

METROPOLITAN MOTORS, Ltd., offer:—
HILLMAN, Humber, Sunbeam-Talbot, Commer.

1950 Sunbeam-Talbot Mark I saloon, one owner, loose covers, first-class condition; £565.
Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [3316]

PHILIP RICKARDS, Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, bronze, 22,000 miles; heater and radio, part exchange, deferred terms; 4, Brick St., Park Lane, London, W.1. Grosvenor 4755. [C3051]

HAROLD SIMONS, Ltd., offer:—
 1950 Sunbeam-Talbot 90 saloon, one owner, loose covers, immaculate car which has been maintained most carefully; £575; trade enquiries welcomed; 3 months' written guarantee, free service after sale, exchanges, deferred—Automobilia, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley, East Finchley Tube). Finchley 0052-53-54. [C4065]

UTOMOBILA, Ltd., offer:—

1949 Sunbeam-Talbot 80 4-door de luxe sunshine saloon, steel grey, grey leather, heater, pass lamps, excellent condition; £495—Automobilia, Ltd., Pipbrook Garage, Dorking 4304, 3931. [C1089]

K NIGHTS BRIDGE MOTORS, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark II convertible, 6,000 miles only, grey with red leather, spot lamp, H.M.V. radio, maker's heater, taxed December; £1,085.
 3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4066. [C2063]

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam-Talbot 90, Mark II saloon, green, radio and heater, 18,000 miles; £975.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMONS AUTOMOBILES offer:—

1953 Sunbeam-Talbot Alpine, 8,000 miles, Alpine mist red leather, heater, quite as new; £1,065.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

100% Routes Group Dealers

1950 model Sunbeam-Talbot 90 saloon, 18,000 miles only; £595.
MARLBOROUGH WORKS, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1974 (Nov.) Sunbeam-Talbot sports sunshine saloon, one owner, highly recommended; £570.

AUSTIN HORN, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

1953 Sunbeam-Talbot 90 drop head coupe, 4,000 miles; £1,025.

1953 Sunbeam-Talbot 90 saloon, one owner; £995.

1952 Sunbeam-Talbot 90 drop head coupe, blue; £625.

1952 Sunbeam-Talbot 90 drop head coupe, black; £795.

1952 Sunbeam-Talbot 90 saloon, one owner; £795.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

1951 Sunbeam-Talbot 90 saloon, bronze, radio, loose covers; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2020]

1952 90 saloon, black, beige leather, heater, 26,000 miles; £750, Park 5077. [C3050]

1950 Sunbeam-Talbot 90 convertible, one owner, heater, black/brown, immaculate; £575.

W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]

1951 Sunbeam-Talbot 90 saloon, radio, heater, four brand new India tyres, perfect; £595.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. [C4016]

WAYS a selection of Sunbeam-Talbot 90s with a written guarantee and free after-sales service at **NAYLOR & ROOT**, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252. [C3022]

£695—Mark II 90 saloon, 1952 (Jan.), pastel green, completely original condition throughout, carefully used.

£1050—Mark IIA 90 saloon, 1954, 5,500 completely original miles, looks more like 550, completely immaculate.

£595—Mark I 90 saloon, June, 1950, radio and heater, two previous owners, both careful week-end motorists, bills available for servicing and maintenance by local distributors.

£395—2 litre 14hp sports saloon, 1946, a fast, smart, compact and very pretty car, smart maroon finish, leather upholstery, Windtones, twin Lucas fog lights.

£295—10hp drop head foursome coupe, August, 1939 delivery, one owner since 1946, expertly maintained and in very good mechanical order, excellent head and tyres.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue, Open all day Whit-Monday.

1950 90 sunshine saloon satin bronze, new tyres, loose covers, exceptionally clean car; £595. Campbell Symonds, Wembley 6262. [C1037]

1949 Sunbeam-Talbot 80 Streamline saloon, black, one owner, guaranteed mileage 22,400, taxed year. £365—Bavins, Haslemere, Tel. 1234. [3354]

SUNBEAM-TALBOT

1947 Sunbeam-Talbot 10 tourer, grey/red hood, specimen car; £375.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4041]

G & M Sunbeam-Talbot 90 coupe, far above average—6-7, Warren St., W.1. Euston 3268. [C1005]

£888—1950 series Sunbeam-Talbot Mark IIA saloon de luxe, speedometer reads 7,000, whole vehicle as new, irreplaceable bargain.—Below.

£555—1950 Sunbeam-Talbot 90 sports saloon, choice two, both excellent; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

£319—1940 Sunbeam-Talbot 4-door sports saloon, exceptional condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds, Clapham South Tube). Batt. 1107-8-9. [C2024]

1954 Sunbeam-Talbot Mk. IIA, one month old, nominal mileage only, radio, heater, twin spots, etc.; absolutely as new; £1,075, no offers.—Tel. Birmingham, Midland 6544. [3458]

1951 (September) Sunbeam-Talbot, one owner, 12,000 miles, carefully stored 7 months, owner assured, radio, heater, extras, new tyres, battery, —100, Shirley Way, Croydon. [3599]

1951 Sunbeam-Talbot 90 Mark II saloon, gun grey with red, excellent tyres and condition generally, H.M.V. radio, 21,000 miles, works heater, Brompton Rd., S.W.7. Fremantle 3333. [C1083]

1953 (April) Sunbeam-Talbot 90 saloon, black, twin spot lamps, H.M.V. radio, 12,000 miles, one owner; £895.—R. C. Wimbush, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [C4056]

1951 Sunbeam-Talbot d.h. coupe, fitted radio, nylon seat covers, one owner, 12,000 miles, from new; in absolutely impeccable condition; £675.—Hale Motors, Ltd., The Hale, Tottenham 7771-4. [C2076]

£895—1953 Mark IIA Sunbeam-Talbot sports saloon, only one owner has maintained this vehicle perfectly, speedometer reads 8,000, whole vehicle as new; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

SUNBEAM-TALBOT 90 1952 drop head coupe, factory reconditioned engine, supercharger fitted, wireless and heater, showroom condition, owner buying new car; £550 or n.o.—Tel. Batt. 4151, Monday-Friday 8.50-5.30. [3300]

325 gns.—Sunbeam-Talbot 10, late 1939 sports saloon, sliding head, leather, excellent condition, terms, exchangeable, Open 9-7 weekdays, Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

SUNBEAM-TALBOT, 1952, black, red leather, H.M.V. radio, guaranteed 21,000 miles, works heater, unmarked, immaculate throughout, any trial or inspection; £775 o.n.o.—Buttfield, Park House, Nr. Ldne, Glouc. Tel. (Business) Whitecroft 308. [3387]

1950 Sunbeam-Talbot 90 coupe, nice coachwork, attractive appearance, excellent mechanical condition, lively performance, fast, undoubted bargain; £525, exchangers, terms.—Horne & Grosvenor Motors, 160, Finchley Rd., N.W.3. Hampstead 0067-8-9. [3355]

1952 Sunbeam-Talbot Mark II saloon, black with twin spot lamps, 24,000 miles, one owner, quite perfect throughout; £785; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

Sunbeam-Talbot Cars Wanted

R **ROOTES**, **DISTRIBUTORS**

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129 Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3333).

CANTERBURY—(Canterbury 3252).

ROCHESTER—(Chatham 2251).

WROTHAM HEATH—(Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0111/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

TOP price paid for Sunbeam-Talbot or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

URGENTLY required, 1949-53 Sunbeam-Talbot 90 or 90 saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [19974]

CRIPPS of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46361. [0465/R]

BIRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R]

Sunbeam-Talbot Spares and Service

REPAIRS at reasonable prices, parts, gears, reconditioned, guaranteed, gear boxes, engines, suspensions, shock absorbers; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0938]

TALBOT

1937 Talbot 10 saloon, £175; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Midshire 2229, 2274. [C4054]

Talbot Cars Wanted

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1936-54, included ambulance, spare parts, Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R]

JOHN BLAND for pre-war Talbot spares and repairs, water manifolds, oil filters, etc.; exchange service; spined wheel hubs.—27, Southlands Rd., S.W.18. Vandyke 1612. [089/R]

TRIUMPH

DICKS, 1939 Triumph 14hp coupe, grand condition throughout; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1077]

RAYMOND WAY, 150 yards.

RAYMOND WAY OF KILBURN, the hire purchase specialists.

1949 Triumph 2000 razor edge saloon, extremely immaculate and mechanically far above the average, bills shown for maintenance checks from new, one careful owner only; 479 gns.

HIRE purchase terms on the spot with no references, no no-maintenance or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6888, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

GATEHOUSE offer:—

1949 (November) Triumph Renown 2000, one owner, 28,000 miles, black, immaculate; £565.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

ROUNDABOUT offer:—

1951 Triumph Mayflower, leather, perfect condition; £495.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex, Wadlow 1071-5. [3058]

B. J. HUNTER, Ltd., offer:—

1950 Triumph 2000 saloon, fitted radio, heater, most superior condition; £595.

1949 Triumph 2000 Roadster, one careful owner; since new; choice of two; £525.

HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

JACK ROSE, Ltd., offer:—

1951 Triumph Renown saloon, one particular owner, very clean inside and out; £575.

1952 Triumph Mayflower, almost as brand new, in Comet blue; £545.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

COLLIER-FISHER, Ltd., offer:—

1951 Mayflower saloon, black with beige upholstery, in outstanding condition; £485.—Northwood, Middx. Tel. 777. [3462]

WARWICK WRIGHT, Ltd., offer:—

1952 Triumph Renown saloon, dark green, heater, 22,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

MAYFAIR COUNTRY CARS offer:—

1949 Triumph 2000 Roadster, green with red leather, fitted heater; £495; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3008]

1949 Triumph 2000 Roadster, perfect; £465.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. [C4016]

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1951 (June) Triumph Renown saloon, special cellulose steel blue, large model Ecko radio, twin speakers, heater; other extras; original and unmarked condition, one owner, small mileage, original cost £1,400, bargain, £650.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012]

TR2 black, overdrive, registered but unused; list price.—Webbick 1159. [C4049]

1950 (Nov.) Triumph Renown saloon, maroon, one owner; £595.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2674 S. [3460]

1952 Triumph Renown saloon, black, equipped with heater; £725.

PARKERS, Ltd., Bradshawgate, Bolton 4080. [1348]

MAYFLOWER saloon, moderate mileage.—108, Warwick Ave., Edgware, Sto. 6144. [0965/R]

1951 Triumph Renown, black; £595; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1953 Triumph Mayflower saloon, grey, radio, low mileage, £566.—Stratstone, 40, Berkeley St., W.1. [C4022]

TRIUMPH Renown saloon, 1951, one owner, radio; £555.

LANCASTER MOTOR CO., 300, Norwood Rd., West Norwood, S.E.27. Gip. 2241. [3343]

1949 Triumph 2000 Roadster, new engine recently fitted, excellent condition; £475.—L. F. Dove, Ltd., Woking 1242. [C1078]

1951 Renown, just recellulosed black, radio and heater, one careful owner; £625.—Campbell Symonds, Wembley 6262. [C1037]

1948 Triumph 1800 Roadster, grey, very nice condition, Lileguard tubes; £450.—107, Movers Lane, Barking, Essex, Rippleway 2215. [3224]

1948 Triumph razor-edged saloon, 35,000 miles, black; £450.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1948 Triumph 1800 Roadster, excellent condition; £445.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

495 gns.—Triumph Mayflower, 1952 saloon, leather, heater, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph 1500, December, 1947, Roadster terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

£435—1954 Vauxhall Wyvern saloon, in excellent order, Goddard 312 evenings. [3479]

ALWAYS a selection of Vauxhall Wyverns with a written guarantee and free after-sales service at NAYLOR & ROOT Ltd., 25 East Hill, Wandsworth, N.W.18. (Few minutes Clapham Junction.) Batt. 2252. [C3022]

1950 Vauxhall Wyvern saloon; £495—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5506. [C4074]

1952 Vauxhall Wyvern, £625; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford Middx. Tel. 2960. [C2035]

£515—1950/1 Vauxhall Wyvern de luxe saloon, bodywork like brand new, interior spotless, speedometer reads 18,000; 3 months' guarantee, hire-purchase, exchanges. [C3022]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

TANKARD & SMITH, Ltd., offer 1950 Vauxhall Wyvern, black with brown leather, loose covers, excellent chassis and coachwork; £495; 3 months' written guarantee—194/198, Kings Rd., Chelsea, S.W.3. (Flaxman 480.) [C4026]

VAUXHALL Wyvern, 1953, grey, red leather, one owner, works maintained, fitted with radio, heater, seat covers, special mats, spotlights, and a host of other extras, 5,000 miles only and as new; £775—Hillwood Motors, Mill Hill 4232. [3552]

1950 (November) Vauxhall Wyvern saloon, black, brown leather upholstery, fitted with heater, link mats, new battery, taxed December, one owner; £485.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Mountview, N.8. Mountview 3451. [2791]

Vauxhall Wyvern Cars Wanted
TOP price paid for Wyvern or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

VAUXHALL VELOX

HPG
1950 Velox 4-door saloon, mechanically faultless, one owner, black and cream cellulose like new, much history of car known, taxed, heater, standing value £460; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4, Tel. Larkwood 7209 2031. [C1086]

ACRES offer:—

1953 54 Vauxhall Velox saloon, green with leather to match, heater, taxed, 4,000 miles only, as brand new; £795. [C1002A]

ACRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

BENTALLS, Ltd.

1950 Vauxhall Velox, radio, heater, windscreen washers, spot mats, etc., 27,000 miles, one owner, £495.—Kingston-on-Thames. Kingston 1091. [C1093]

CAR MART, Ltd.

1951 52 Vauxhall Velox saloon, heater (new type); £505.—Car Mart, Ltd., 16, Unbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase specialists.

1949 Vauxhall Velox saloon, just recellulosed, interior, radio and heater, one owner only, 36,000 miles, 4395s.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Road, Kilburn, N.W.6, Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

STOCOMBS, Ltd.

VELOX 1950 model in black with radio and heater, red leather interior, fine performance; £435; h.p. terms and exchanges cars or motor cycles.—Stocombs, Ltd., Dudden Hill Lane, Willesden 4869 and Gladstone 9348. [C4017]

E.M.A., Ltd., Grove Rd. South, Southsea.

1951 Vauxhall Velox saloon, colour grey with red upholstery, fitted heater, radio, loose covers, etc.; £545.—E.M.A., Ltd., Rottes Group Distributors, Grove Rd. South, Southsea. Portsmouth 2168. [2096]

190 miles, one-week-old Vauxhall Velox.—Weybridge 620. [C4025]

VELOX L model, owned by engineer, all extras, immaculate; £525 o.n.o.—Onwar 135. [3370]

ALWAYS a selection of vauhall Velox with a written guarantee and free after-sales service at

NAYLOR & ROOT Ltd., 25 East Hill, Wandsworth, N.W.18. (Few minutes Clapham Junction.) Batt. 2252. [C3022]

VELOX, 1948/9; £425 cash.—Reverend Arthur Bell, St. Andrew's Vicarage, Willesden Green, N.W.10. Willesden 2670. [3401]

VAUXHALL Velox, 1949, one owner, heater, etc., taxed year, immaculate throughout; £430.—Tel. Reading 67300. [3383]

VAUXHALL Velox, June, 1953, 20,000 miles, fitted with radio, heater, loose covers, mats and other extras, taxed to Dec., 1954; £850.—Tel after 6 o'clock p.m. Vigilant 7861. [3242]

£466 owner only, most carefully used, excellent condition throughout; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

XXX Scarce model 1953 (July) Vauxhall Velox saloon, this car, which in appearance

literally indistinguishable from new, has covered only 7,182 miles and is finished in black with brown upholstery and fitted with heater, one ownership, written guarantee; £725; terms, exchanges.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [C2001]

Vauxhall Velox Cars Wanted

TOP price paid for Velox or similar type car; trade or privately.—54 Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

VAUXHALL 25

£175—1954 Vauxhall 25 de luxe saloon, only two owners since new, specimen condition throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

LI MOUSINES, 1950 25hp, partition, forward occasional, black, speedometer reading 5,000 only, unblemished, reasonable cost. Another 1949 mileage 22,000, privately chauffered, £735. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1095]

VAUXHALL MISCELLANEOUS

S SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R]

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0922 (12 lines). Vauxhall main dealers.

1939 Vauxhall 14hp, black, brown leather interior, body condition good, tyres good all round, mechanically sound; £275.

1939 Vauxhall 10hp saloon, black, green upholstery, story body in excellent condition, mechanically sound; choice of two; £265.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032]

1936 Vauxhall limousine, 7-seater, good order throughout; £145; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Unbridge 6485.—Greyn's, of Unbridge.

GRAHAM BROTHERS (MOTORS), Ltd., Main Garage Dealers, 7-15, Peter St., Manchester 2, for service and repairs.—Depots at: Ashton (Ash-ton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wil. 4832). [0283/R]

Vauxhall Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

S SHAW & KILBURN Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]

PRIVATELY owned Vauxhall 10 or 12.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

REQUIRE, good used Vauxhall.—G. Edwards, Amen-lury Lane, Harpenden, Herts. Harpenden 118. [W2000]

VAUXHALL Buyers.—Motourists (London), Ltd., 61, North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018]

ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2790. [0612/R]

VAUXHALL cars, post-war models, urgently required.—Gos's Garage Ltd., Earls Court Rd., S.W.5. Frenham 6375. [0479/R]

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

XXX H. F. Edwards offer immediate cash for good Vauxhall cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

URGENTLY required, post- and pre-war Vauxhalls: for cash immediately.—Horton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call write or Tel. Paddington 0922. [W2032/R]

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, LTD.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates complete rebuilt

Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R]

REPAIRS, parts, reconditioned guaranteed suspension (complete pair inclusive) kingpins from £15/10; gear boxes, shock absorbers, engines; reasonable; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0076]

VETERAN CARS

1908 Siazire Naudin 2-seater, first restored to original condition.—Euston 810. [C1040]

WELHAM Veteran Car Specialists, buy and sell pre-1915.—Surbiton Hill Rd., Surbiton, Elmbridge 1873. [C4070]

VOLKSWAGEN

C COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises, open for reception week-ends, new, used and reconditioned cars available. Tel. Ripley 2361. [0873/R]

PERFORMANCE CARS official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford Middlesex. Ealing 884. [C3040]

1947 one owner, Volkswagen works overhauled, guards, bills, Tyran fitted covers, very nice condition; £250.—Gorton, Nuthall, Notts. Kimberley 2195. [3430]

VOLKSWAGEN

1954 (unregistered) Volkswagen saloon, metallic bronze; £689/12/6.—Below.

1947 Volkswagen saloon, black, right-hand drive, returned to works 1952 and fitted all latest specifications (engine, gear-box and rear suspension), new tyres, excellent condition; £375, offers.

C. J. JENNINGS, 23, High St., Wellington, Som. 286. (Official Volkswagen Agents.) [3222]

VOLKSWAGENS (first registered 1949), l.h.d., loose covers, nice condition; £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045]

1954 green, taxed year; £625.—Ralph Beard, East St., Farnham, Surrey. Tel. 5494, day or night. [C1092]

V&F MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.

V&F Large selection of used Volkswagens always available.—Below.

V&F MONACO MOTORS, 3a, Wetherby Mews, Earls Court, S.W.5. Fro. 8557. [0642/R]

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagens.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS urgently require Volkswagens.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W3041]

V&F MONACO MOTORS—The Volkswagen buyers.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0300/R]

Volkswagen Spares and Service

V VW MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaries, 79-85, Davies St. (entrance in Weighhouse St.), Tel. May. 6718. [0647]

C COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service, Mayfair 2361. [0995/R]

GENUINE parts; repairs reasonable prices; Volkswagens bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0044]

MONACO MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Weibech 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R]

WOLSELEY

E EUSTACE WATKINS, Ltd., the sole London distributors.

1951 one owner, carefully used; £575.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [C4046]

H. BEART & Co., Ltd., offer:—

1953 Wolseley 6/80 saloon, finished green, fitted screen washer, heater and floor mats, one owner since new genuine mileage 8,000; outstanding value at £795.—102, London Rd., Kingston-on-Thames. Kin. 5348. [C1081]

WARWICK WRIGHT, Ltd., offer:—

1952 Wolseley 6/80 saloon, grey, heater, 13,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. (Mayfair 8761). [C4045]

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Wolseley 4/50 saloon, radio, heater; £550.—Hendon 8084-5. [C2034]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Wolseley 18, colour black with brown leather upholstery; this car is in exceptional condition throughout; £350.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

£275—Wolseley 14, 1939, super.,—Value Cars, Sheen, Frons 7820. [C4066]

1950 Wolseley 6/80 saloon, beige, heater, very fine condition, 3 months' guarantee; £475.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6336 (3 lines). [C1061]

1952 (Oct.) Wolseley 6/80, black/brown; £575;—Wright's Motors, Rickmansworth 2214. [3079]

1939 Wolseley 14 saloon, good order throughout £295; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd.—169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5348. [0083/R]

1952 Wolseley 6/80 saloon; £595.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5506. [C4074]

WOLSELEY 4-44, black, brown leather, 4,000 miles, immaculate; best offer over £300.—Hughes, 22, Knowles Rd., Hoole, Chester. [15420]

1952 leather, 17,000 miles, superb condition; £665.—Robbins, East Putney, Tel. 4581. [C5010]

695 s.—Wolseley 4/50 1953 model saloon, leather, heater, 7,000 miles, spare unused, practical, new terms, exchanges.—Rowland Smith, below.

225 s.—Wolseley 14/60 1935 saloon, dark blue, leather head, leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4040]

£650 leather, serviced and maintained by county distributors, very carefully driven by one owner.

CAMDEN MOTORS, Leighton Buzzard 2041. Open all day Whit-Monday. Write for catalogue. [C1055]

£160—Wolseley 18, 1937, engine and body excellent, back axle and other new parts, new tyres, taxed and insured for year. R.A.C., A.A., insurance welcome.—Putney 5206. [13294]

£289—1939 Wolseley 12 saloon, recon, engine, choice of 2, terms G.P. (Baham), Ltd., 2c, Baham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY
1950 (Oct.), black Wolseley 4-50, one owner, perfect condition; £550—Coppinger, Itchenor (13405)
RICHIE SIMONS & Co., Ltd.—1951 Wolseley 6-50

A saloon, grey leather, fitted radio and heater, nominal mileage, excellent condition throughout; £545. (Nov.) Wolseley 4-50 saloon, Moonstone grey, 1949, brown leather, fitted heater, one owner only since new, in excellent condition in every way; £495. 94, Gt. Portland St., W.1. Lan. 1543. (C4013)

1938 25hp, magnificent order and chauffeur driven, jacked up during war, one owner, taxed end of year; £260; bargain—Williams, 1, Carlton St. off George St., W.1. Tel. Wel. 4677. 1355R

1939 Wolseley 14-60 saloon, black, one owner since new, really exceptional condition; £295. Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. (C2019)

LIMOUSINE, 1955 25hp, Grosvenor, brown leather, forward occasional, exceptional chassis, black, privately owned. £535. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair. (C1006)

Wolseley 4-50 Cars Wanted
ROWLAND SMITH'S, the car buyers. Highest cash prices for Wolseley 4-50—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

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S PRIVATELY OWNED Wolseley—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2057)

THE CAR MART, Ltd., London, wish to purchase Wolseley cars—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (0721/R)

OPFORD & SONS, Ltd. (Established over 60 years), would like to purchase Wolseley cars—67, George St., W.1. Wel. 6899. (C4061)

1939 Privately owned 7-seater Limousine, reasonable mileage, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair. (W1006)

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W. JACOBS & SON.

W E specialise in spares and repairs of all models of Wolseley cars.
W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7785-4. (0495)

Wolseley Spares and Service
WOLSELEY spares and repairs—Ramsay Motors, Ltd., 242-246, High St., Barnet 3240. (10707/R)
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—W. T. Mason & Co., 2, Lay St., Ilford. (Tel. Ilford 0961.) (0475)

R HARDY & SON, 55, Marylebone High St., W.1 (Welbeck 1101)—Service, repairs and spare parts for all 1937 to 1954 models only. (0517/R)

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GEOERGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (W2025/R)

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1948 (November) Morris 10cwt van, fitted most attractive coachbuilt body with single lift up rear door, exceptional condition; £295—Below.

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1951 Austin A70 pick-up truck, complete with tilt, side rails, tonneau cover, 14,000 miles; £360.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (M4051)

1939 20/25cwt van, in excellent condition, engine recently overhauled; £85, terms, exchanges.—R. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). (M3065)

1953 (September) Morris Minor pick-up truck with tilt, etc., small mileage, one owner, as new; £425; terms, exchanges—A. E. Palmer Motors, Ltd., 12, Church St., Luton. Tel. 4212. (2741)

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G&**M** ALFREDS (1956), Ltd.—1951-52 (series) Ford 10cwt van, above average order, 1952 Austin A70 pick-up with tilt, above average condition, privately used only—6-7, Warren St., Euston 5268. (C1009)

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DAVID ROSEFIELD, Ltd.,

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2. (0499/R)

PHONE: Blackfriars 4942.

SERVICE Station: Cheetham Hill Rd..

MANCHESTER, 8, Tel. Blackfriars 2502. (0506/R)

ROSE, Ltd., Northampton

OFFICIAL Bentley retailers

SHOWROOMS and Service

MAREFAIR, Northampton, Tel. 4540. (0569/R)

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1, Tel. Regent 7687. (0158)

RIPPON BROS. Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros. Ltd., Huddersfield 7070 (10 lines) (0249/R)

B.M.W.

SOLE concessionaires in Great Britain for the Type 501 B.M.W. 6-seater luxury touring saloons.—A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middlesex, Hounslow 0011. (N2015)

BOND MINICAR

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY, Great Britain's largest Bond Minicar distributors, immediate delivery all models, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Maida Vale 6044; open 9 to 8 six days a week. (0859/R)

PRIDE & CLARKE, Ltd.—Immediate delivery of the latest models of the Bond Minicar; exchanges, terms.—158, Stockwell Rd., S.W.9, Brixton 6251. (N3068/R)

BORGWARD

REQUESTS for literature and demonstration to F. Fairman & Sons, Ltd., Horley, Surrey. Quick delivery all models. Sole distributors for Surrey and Sussex. (0519/R)

METCALFE & MUNDY, Ltd., sole concessionaires for all Borgward cars, diesel and sports models and the new 2½-litre with optional Hensamatic drive; immediate delivery, nearly all models.—280, Old Brompton Rd., S.W.5, Fre. 5871/2166-7. (N3064)

BRISTOL

KEVILL, DAVIES & MARCH, Ltd..

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1, Gros. 2563. (N2054/R)

NEW Bristols, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2252/5 and 14/16, High St., Esher, Surrey. (N1063/R)

BRISTOL in the Western Counties, new and used models, service and spares; advantageous delivery, new cars, sole distributors.—Charles Cruickshank Motors, The Centre, Bristol, Tel. 25280. (10351/R)

SCOTLAND and Northern England latest type A35 for immediate delivery; contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributor, 52, Woodlands Rd., Glasgow, C.3, Tel. Douglas 7598. (0752/R)

BUICK

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1, Tel. Hyde Park 7121. (0598/R)

CADILLAC

CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1, Hyde Park 7121. (0526/R)

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2, Temple Bar 3586.—Distributors for London and Home Counties. (N1027/R)

CITROEN

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10. (N1000)

C.M.I. CAR SALES.

OFFICIAL agents Citroen cars, quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3, Pri. 6623. (N105)

ACRES AUTOS, Ltd.,

OFFICIAL retailers.

ALL models from stock; part exchanges and deferred delivery.—136 and 138, Streatham Hill, London, S.W.2, Tel. Tulse Hill 1909. (N1027)

10 and 11, Ascot Parade, Clapham Park Rd., S.W.4, Tel. Egar 5245 (5 lines). (N1002A)

C. G. NORMAN & Co.

SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1, Vic. 2211. (0297/R)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Citroen Light 15 saloon, to maker's full specification, immediate delivery, 1st price; £265/14/2. (N1027)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (N1027)

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock, it pays to purchase from specialists.—175, Westbourne Grove, W.11, Bay 4274. (N4005)

GODFREY HOUGHTON, Ltd., Distributors Cheshire & N. Wales.—All models for early delivery; see and try the new 2CV, ahead of all others, just like its big brothers; sales with service.—City Rd., Chester, Tel. 24818. (0705/R)

DAIMLER

SMITH MOTORS OF DULWICH for Daimlers.—285, Ryde Lane, S.E.15, New Cross 0462. (0528/R)

DORLING MOTOR Co., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256. (N1027)

DENHAM'S for Daimlers. Area dealers, sales and service.—Portsmouth Rd., Esher, Surrey, Tel. Esher 3560. (0491/R)

DAIMLER Conquest saloon, black; £1,511/5/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (N4053)

DODGE

IMMEDIATE delivery latest model 1954 Dodge Coronet 4-door saloon, r.h. drive, fitted automatic gear, radio, heater, etc., one only; 1st price £2,550. Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7, Tel. 45405. (N1027)

DYNA-PANHARD

HAILED by the technical press as the world's Air-cooled 250cc, 80mph, 40mpg, 6 seats, outstanding road stability, steering, brakes, panoramic visibility, amazing acceleration and many other advanced features.—Details and early deliveries from Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3, Primrose 6159. (N1027)

FORD

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (N5042)

CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon. (N5042)

W. HAROLD PERRY, Ltd., Ford main dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (N5042)

ROWLAND SMITH'S for Ford.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4016)

NEW 10hp Ford shooting brakes and travellers' cars, N quick delivery.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (N2022)

R. C. WIMBUSH, Ltd., Ford stockists; part exchange and H.P. facilities.—312, Earls Court Rd., S.W.5, Fremantle 8401. (N4056)

MAYFAIR and West End agent; all new Ford models; take delivery from:—

RIPPO, Ltd., 16, Albemarle St., W.1, Hyde Park 2952/3/4. (N3052)

RAYMOND WAY, the hire purchase specialists, for your new Ford; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Maida Vale 6044; open 9 to 8 six days a week. (0779/R)

F. R. PLACOCK, Ltd., main Ford dealers.—Sales and F service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17, Balham 4401 (5 lines); 104, Ford Rd., Folkestone, Folkestone 5122 (2 lines). (0099/R)

NEW CARS FOR SALE

FORD

DAGENHAM MOTORS, Ltd. Ford main dealers.

56 Park Lane, W.1. Hyde Park 4866; 574, Ealing Rd., Apertown, Middx., Perivale 3588. And 6, 8 and 12, Sandringham Rd., Catford S.E.6. Hither Green 4821. (N1066)

PRIDE & CLARKE, Ltd.—Ford agents; exchanges, terms.—257, Brixton Hill, S.W.2, Tel. 3664/5. (N3058)

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Millie Miglia and Fixed-Head Coupe models should be addressed to A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. (N476/R)

HILLMAN

NEW Hillman Minx saloon available from stock.—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent, Tel. Hythe 67311. (N2039)

HILLMAN Minx coupe, exchange, terms.—Rogers Garages, Wellesley Ave., Hammersmith, W.6, Riverside 2644. (N3054)

SMITH AUTO Co., Ltd., main dealers for Hillman range.—145, London Rd., Croydon. Croydon 4600-4632. (N068/R)

ALWAYS prompt and efficient service from the Central London Rootes agents; favourable delivery for private and fleet orders.—Cattermole's (Garages), Ltd., 79/89, Pentonville Rd., N.1, Tel. 1001. (N4025/R)

HILLMAN Minx saloons, coupes, estate cars, early delivery, exchanges and terms; cars prepared for clients returning to Ealing.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451/2. (N3011)

HUMBER

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; immediate delivery.—Leishman Bridge, S.E.13, Le Green 4855. (N0720/R)

MOTORISTS (LONDON), Ltd., for Humber.—Or North Rd., E. Finchley Station, N.2, Tudor 2301-2. (N3018)

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-4632. (N067/R)

ALWAYS prompt and efficient service from the Central London Rootes agents; favourable delivery for private and fleet orders.—Cattermole's (Garages), Ltd., 79/89, Pentonville Rd., N.1, Tel. 1001. (N4040/R)

JAGUAR

HENLYS, Ltd.,

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 365, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER, 1-5, Peter St. (Blackfriars 7843.)

ROWLAND SMITH'S for Jaguar.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4016)

H. BEART & Co., Ltd., offer:—

ONE only Jaguar XK120 drop head coupe, for immediate delivery; full details on request.—102, London Rd., Kingston-on-Thames, Kin. 3348. (N1081)

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sale and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. (N0244/R)

IMMEDIATE delivery.—One only Jaguar Mark VII saloon, black with red upholstery.

TERMS and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. (N2117)

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar main dealer.—Bromley, Rav. 3456. (N0286/R)

IMMEDIATE delivery Jaguar Mark VII saloon, list price, terms, exchange.—Traynor Motors, 155, High St., South East Ham, Grayswood 2530. (N4032)

High St. CAR, VII saloon, good delivery, cash, exchange or hire purchase.—County Garage Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. (N1721)

MARK VII, overdrive, black and grey, new at list price.—Beardmore, 26, Queensway, W.2. Bayswater 0156. (N1015)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; immediate delivery Mark VII saloon; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (N014/R)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 4812/3, offer immediate delivery of Mark VII Jaguar saloon, finished battle-ship grey, red leather; list price £1,616. (N1301)

JOWETT

JOWETT

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1114. (N3028/R)

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. (N0504/R)

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5, Rodney 2201-6. (N0309/R)

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.

MERCEDES-BENZ.—The World's oldest automobile manufacturers; immediate or early delivery of 6 models, from £1,352 to £5,500; unsurpassed for technical design, sustained high performance with safety and economy, comfort, finish, and durability; unique maintenance system ensures a minimum of 62,500 miles without major repairs.

TRY our demonstration cars; literature on request; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd. for Mercedes-Benz, 173, Westbourne Grove, W.11, Bay. 4274. (N4035)

MERCEDES-BENZ distributors for Surrey and Sussex, all models available; write for full details.—Woking Motors (Maybury Hill) Ltd., Woking 1925. (N4057)

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. (N3036)

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178, 10611/R. (N3545)

GODFREY HOUGHTON, Ltd., Main Agents Chester & North Wales.—A new motoring experience, favourable delivery most models; 220 model from stock; sales with service.—City Rd., Chester, Tel. 24818. (N4024)

SWANMORE GARAGE, official distributors, Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43544. (N1080)

DAVIES MOTORS, Ltd., official distributors; current Type 180 demonstration saloon immediately available, other models at short notice, early delivery all models, full service and spares facilities.—273, London Rd., Staines, Tel. 4211 (5 lines). (N1080)

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Ingis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26257. Main agents in the West of Scotland. Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 769. (N0862/R)

M.G.

ROWLAND SMITH'S for M.G.

NEW T.F. sports 2-seater on view.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4016)

H. BEART & Co., Ltd., offer:—

ONE only brand new T.F. M.G. 2-str., at current list price, full details on request.—102, London Rd., Kingston-on-Thames, Kin. 3348. (N1081)

IMMEDIATE delivery.—One only T.F. M.G., ivory with green upholstery.

TERMS and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. (N2116)

PRIDE & CLARKE, Ltd.—M.G. agents; exchanges, terms.—257, Brixton Hill, S.W.2, Tel. 3664/5. (N3058/R)

JACK ROSE, Ltd.—See the new T.F. 2-seater in our showroom; orders accepted for Magnette.—Stafford Rd., Wallington, Surrey. Wallington 6677. (N3056)

S. G. SMITH (MOTORS), Ltd., for your new M.G. T.F. and Magnette; cars, motor cycles taken in part exchange.—285, Rye Lane, S.E.15. Tel. New Cross 0460. (N0529/R)

IMMEDIATE delivery.—New M.G. T.F. 2-seater, choice of colours, terms, exchange.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (N289)

IMMEDIATE delivery new M.G. T.F., list price £780 5/10. British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. (Adl. Leicester Square Tube Station.) Temple Bar 3588. (N1027)

MORGAN

WELBECK MOTORS, Ltd., proudly introduce the wonderful new Morgan with the fabulous TR2 engine; the lowest priced, fully equipped, over 100mph model on the market; demonstrator available at our showrooms for inspection and trial; the latest model at £821—offers not only the TR2 engine, but also greatly improved appearance, steering and brakes.

WELBECK MOTORS, Ltd. (officially appointed Morgan agents), 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139 (6 lines). (N4049)

PRIDE & CLARKE, Ltd.—Morgan agents; exchanges, terms.—257, Brixton Hill, S.W.2, Tel. 3664/5. (N3058/R)

BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine, list price £821. (Adl. Leicester Square Tube Station.) W.1. (N0910/R)

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner, cash, exchange, or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. (N1422)

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Maida Vale 6044; open 9 to 6 six days a week. (N0780/R)

MORGAN Plus-4 distributors; latest 1954 2-seater with sloping radiator and built-in headlamps for immediate delivery; send s.a.e. for full specification.—Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2, Tudor 2301-2. (N3015)

MORRIS

ROWLAND SMITH'S for Morris

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4016)

PRIDE & CLARKE, Ltd., Morris agents; exchanges, terms.—257, Brixton Hill, S.W.2, Tel. 3664/5. (N3058/R)

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Cowley van; choice of colour.—39/43, Eden St., Kingston-on-Thames, Tel. Kin. 3151-4. (N0264/R)

SMITH & HUNTER, Morris contracting agents; immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14, Western 2312. (N4019)

YOU are welcome to inspect the new Morris Oxford Series II saloon on show, the 1½-litre comfortable family saloon.

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, N.W.2, Gladstone 2254. (N2008)

ORDERS now being taken for the new Morris Oxford 6-seater saloon; demonstrations arranged by appointment.—Gt. North Rd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (N4055)

MEES & MEES, Ltd. (Est. 1895), Morris specialists, offer early delivery of most models, including commercial and utility vehicles.—The Broadway, Mill Hill, N.W.7, Tel. Hill 2340. (N3012)

MORRIS

C. W. J. COLES (CROYDON), Ltd., 18, Blunt Rd., South Croydon, Croydon 0074/5. (N2926)

OSSE & YOUNG, Ltd., offer new Morris Six saloon for immediate delivery, black; terms, exchange.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (N3057)

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1, Euston 5558-9. (N0562/R)

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Services and Spares.—Bridley Heath Garage, nr. Lifford, Surrey, Tel. Lingfield 330-1. (N0852/R)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 6600). Service Work shops and Spare Parts: 7, Penbridge Villas (nr. Westbourne Grove), W.11. (Bayswater 8626-7.) (N0257/R)

OPEL

LANCASHIRE and Cheshire distributors for Opel

GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Rus. 2874-5. (N0199/R)

PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd. Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (N0730/R)

PARAMOUNT

PARAMOUNT'S—the new 10hp 4-seater sports roadster; a few available from stock; write for illustrated brochure and arrange for a demonstration; list price £255 plus P.T. £261/10, full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (N1035)

PEUGEOT

LANCASHIRE—Distributors for Peugeot cars, early delivery, Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874/5. (N0515/R)

OLDS—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1, Sloane 4126. (N1085/R)

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. (N0898/R)

YORKSHIRE—Distributors for Peugeot cars; early delivery, sales & service.—Newton of Huddersfield, Automobile Distributors, Huddersfield, Tel. Huddersfield 3311 (5 lines). (N0855/R)

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3, Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Accot. Berks. (N0590/R)

PORSCHE

SOLE concessionaires for Great Britain, official service and spare parts.—A.N. Ltd., Falcon Works, London Rd., Isleworth, Middlesex, Hounslow 0011. (N0866/R)

RELIANT

PRIDE & CLARKE, Ltd.—Immediate delivery of the Reliant Regal; exchanges, terms.—158, Stockwell Rd., Brixton 6251. (N3068/R)

RAYMOND WAY for your Reliant Regal 5-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Maida Vale 6044. (N0778/R)

RENAULT

LONDON—Renault sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1, Sloane 4126. (N1086/R)

WELHAM'S RENAULT SALES & SERVICE, Surbiton, Hill Rd., Surbiton, Surrey, distributors.—Elmbridge 1873. (N4070)

PRIDE & CLARKE, Ltd., Renault agents, immediate delivery, exchanges, terms.—158, Stockwell Rd., S.W.9, Brixton 6251. (N3068/R)

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Maida Vale 6044. (N0777/R)

YORKSHIRE—For Renault sales & service; early delivery of the 750cc saloon and the 2-litre Free model.—Newton of Huddersfield, Automobile Distributors, Huddersfield, Tel. Huddersfield 3311 (5 lines). (N0856/R)

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models, we give the best in sales and service.—59-65, Belaire Rd., N.W.6, Tel. Mai. 5555. (N0110/R)

RILEY

NEW Rileys from stock.

RIPCO, Ltd., 16, Albemarle St., W.1 Hyde Park 2952/3/4. (N3052)

H. BEART & Co., Ltd., offer:—

ONE only, brand new Riley 1½-litre saloon at current list price, full details on request.—102, London Rd., Kingston-on-Thames, Kin. 3348. (N1081)

1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. (N0765/R)

JOHN S. TRUSCOTT, Ltd., official Riley retailers, 173, Westbourne Grove, W.11, Bay. 4274. (N4035)

SMITH MOTORS, of Dulwich, for Rileys, terms, exchange.—285, Rye Lane, S.E.15. New X 0462. (N3066/R)

PRIDE & CLARKE, Ltd.—Riley agents; exchanges, terms.—257, Brixton Hill, S.W.2, Tel. 3664/5. (N3058/R)

MOTORISTS (LONDON), Ltd., for Rileys.—Or North Rd., E. Finchley Station, N.2, Tudor 2301-2. (N3018)

NEW 1½-litre Riley, black and maroon, immediate delivery.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1, Tel. Grosvenor 5551. (N1018)

NAYLOR & ROOT, Ltd.—New 1½-litre Riley saloon, black with maroon panels, beige leather, immediate delivery.—28, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Bar. 2262. (N3025/R)

CLARKE & SIMPSON, Ltd., Riley sales and service. Offer immediate delivery of the new 1½-litre in a choice of standard colours, in addition we always have a stock of unpainted cars to enable customers to obtain delivery within 7 days of special colour finishes to their own choice.

49 Sloane Sq., London, S.W.1. Tel. Slo. 4737. (N1048)

NEW CARS FOR SALE

ROLLS-ROYCE

CAR MART, Ltd.
NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5454 (N1059 R)

DAVID ROSENFELD, Ltd.
OFFICIAL Rolls-Royce and Bentley retailers.
SHOWROOMS: 1-5, Peter St., Manchester. 2.
PHONE: Blackfriars 4942.
SERVICE station: Cheetham Hill Rd., Manchester. 5-5, Burlington Gdns., Old Bond St., London. W.1. Tel. Regent 7687. (N1019 R)

GROSE, Ltd., Northampton.
OFFICIAL Rolls-Royce retailers.
SHOWROOMS and service.
MAREFAIR, Northampton. Tel. 4540. (0520 R)

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents—Showrooms and Head Office, 5-5, Burlington Gdns., Old Bond St., London. W.1. Tel. Regent 7687. (N1019 R)

RIPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork. Rolls-Royce specialists since 1905—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249 R)

ROVER

HENLY'S, England's leading Motor Agents.
ROVER distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)
HENLY House 585 Euston Rd. N.W.1. (Euston 4044.)
ROVER
ODEON MOTORS, Ltd., Barnet. Herts. Tel. Barnet 1144. (N3028 R)

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.
MAIN agents for South-West Surrey. St. Catherine's Garage, Guildford GU2 7H. (0245 R)

WINKING MOTORS, Ltd., main dealers, Rover 60, 75 and 90, Dorking 2256. (N1088 R)

M. BENTLEY & PARTNERS, Ltd., Albemarle St., London. W.1. Tel. Grosvenor 5551. (N1019 R)

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers—Bromley. Rav 5456. (0287 R)

BEXHILL—F. Dodson Ltd., Rover distributors, Sackville Garage, Middlesbrough. Tel. 2582/3. (0951 R)

CROYDON Main Agents, Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. (0063 R)

R. P. POWELL MOTORS, Ltd., East London area dealers—Enquiries invited—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0452 R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers, part exchanges—74-78, Broadway, Bexleyheath. Tel. 1691. (0912 R)

SURREY MOTORS, Ltd., High St., Sutton—Rover main dealers Sutton and district; spares and service—Tel. Vigilant 4444. (1041 R)

NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rover distributors and parts service—Marefair, Northampton. Tel. 4540. (0001 R)

ROSENFELD, Ltd., Rover distributors for Lancashire and Cheshire—David Rosenfeld, Ltd., 1-5, Peter St., Manchester. 2. Tel. Blackfriars 4942. (0096 R)

GODFREY HOUGHTON, Ltd., Retail Dealers—Favourable deliveries all models, 60 mode from stock, sales with service—City Rd., Chester. Tel. 24818. (0705 R)

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers—Enquiries invited—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0452 R)

SIMCA

LONDON, W.1
SEE and try the new Simca Aronde, orders accepted for immediate delivery—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (N3040 R)

CENTRAL and West Surrey.
CLARKE'S OF PIRBRIGHT, Pirbright, Surrey. C Brookwood 2201-2. Demonstration car always available. (N1049 R)

F. IAT (ENGLAND), Ltd.
WATER Rd., Wembley. Tel. Percival 5651.
SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service. Distributors and dealers throughout the country. (0665 R)

WEST Kent Area Dealers, Mabon's Garage, Ltd., Cranbrook 2255. Enquiries welcomed. (0167 R)

SPELUNG MOTOR BODIES, Ltd., Distributors for Bedford and Hertford, Lower High St., Watford. Tel. Watford 4191. (0352 R)

PRIDE & CLARKE, Ltd., Simca main agents; immediate delivery; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068 R)

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors Caterham Hill, Surrey. Tel. 2222/3. (M1063 R)

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca, demonstration car available; early delivery—8, Albemarle St., W.1. Grosvenor 5551. (N1018 R)

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; immediate deliveries, full service and spares facilities—273, London Rd., Staines. Tel. 4211 (5 lines). (N1080 R)

SUPERIOR Aronde saloon (2596/9/2), and Chateaux Station Wagon 1221cc, 35mpg, high speeds, outstanding road holding; terms, exchange; service export. Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. (0046 R)

SIMCA

WHAT is it? There is a subtle something about the 1954 Simca Aronde that thrills everyone who sits at the wheel. It's not only the luxury look but it is so safe, so swift, so comfortable. Here is the car for you and well within your budget. Your present car accepted in part payment at its current market value and credit facilities conveniently arranged. Coloured brochures and a trial run from
FERRARIS OF CRICKLEWOOD, Ltd., 200, 220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2008 R)

SINGER

IMMEDIATE delivery.—One only, Singer 1500 saloon, bronze green with tan upholstery.
TERMS and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. (2116 R)

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.
AUTOMENDERS, Ltd., Lowther Garage, London. S.W.13. Riverside 6496. (0757 R)

STANDARD

COF P.
VANGUARD, black leather and heater, immediate delivery—Clarks of Pirbright, Pirbright, near Woking, Surrey. Brookwood 2201. (N1049 R)

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Vanguard saloon.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6081. (N4018 R)

SHAW MOTORS, Ltd., of Tooting, offer:—

EARLY delivery of Standard Vanguard and Standard 8 saloons; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garrair Lane, S.W.17. Wim. 3051-2-3. (N4008 R)

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London. W.1. Gro. 4343. (0640 R)

STANDARD 8 saloons—Try Motorists (London), Ltd., 61 North Rd., E. Finchley Station. 3-2. Tudor 2301-2. (N3018 R)

IMMEDIATE delivery.—One only, Standard Vanguard, black with brown upholstery; also one only, Standard 8 saloon.

TERMS and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. (2116 R)

VANGUARD and Triumph—Try Motorists (London), Ltd., 61 North Rd., E. Finchley Station. 3-2. Tudor 2301-2. (N3018 R)

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Crickwood Broadway, London. N.W.2. Gladstone 2480. (0431 R)

L. F. DOVE, Ltd., offer immediate delivery of all new Standard models—69, Broadway, Wimbledon. S.W.19. Tel. Liberty 3456. (N1077 R)

ERKINE, Woking. for most Standard cars, exchange and immediate h.p. terms—S. F. Erskine & Sons, Ltd., Woking 530. (N2051 R)

VERLEY MOTORS, Coombe Rd., New Malden. New Standard Vanguard list price; new Standard 8 list price; immediate delivery—Maiden 3232-3. (2159 R)

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery of Vanguard—early delivery 8hp model.

W. Westbourne Grove, W.11. Bay. 4274. (N4055 R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard 8, Triumph area dealers, part exchange—74, 78, Broadway, Bexleyheath. Tel. 1691. (0913 R)

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088. Standard and Triumph Main Distributors in areas of Surrey and Kent. (0026 R)

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard, immediate delivery; terms—237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068 R)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481/2/3. Offer immediate delivery of Standard Vanguard Phase II saloon, fitted heater, finished black; list price £2905. (N1001 R)

IMMEDIATE delivery new Standard Vanguard saloon; list price £2877/6-8.—British & Colonial Motor, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. (Ad.) Leicester Square Tube Station.) Temple Bar 3588. (N1027 R)

MAGDALEN MOTORS, Ltd., offer for immediate delivery Vanguard Phase 2 and early delivery Standard 8; terms and exchanges—311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5375 and 7979. (N3005 R)

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; demo available.—Lanckester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. (0402 R)

MEES & MEES, Ltd. (Est. 1895). Standard specialists, offer early delivery of Vanguard—Phase II and 8hp models rotational delivery of 10hp and sports models.—The Broadway Mill Hill, N.W.7. Tel. Mil. 2049. (N3012 R)

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444—Spares for all models. Hawley Cres., Camden Town. Gul 4141. (0051 R)

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (N2034 R)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rottes Group Dealers.

NEW Sunbeam Alpine, Coronation red, immediate delivery; price £1,265; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). (N1008 R)

BARNET area.—Sunbeam-Talbot main dealers.—Hedley Green Garages, Ltd., 202-4, High St., Barnet 0332. (0413 R)

NEW Sunbeam-Talbot saloon, grey/red interior, fitted heater; list price.—Hale Motors, Ltd., The Hale, Tottenham 7771/4. (N2076 R)

SUNBEAM-TALBOT

SUNBEAM Alpine, finished in ivory with bright red leather upholstery; list price.—Ireth Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5453. (N1083 R)

IMMEDIATE delivery.—New Sunbeam-Talbot saloons, choice of colour; terms, exchanges.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (2291 R)

SUNBEAM-TALBOT—Smith Auto Co., Ltd., main dealers for Rottes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine—145, London Rd., Croydon. Croydon 4600 4632. (0665 R)

ALWAYS prompt and efficient service from the Central London Rottes agents; Sunbeam-Talbots our speciality; immediate attention to your enquiries.—Cattermole (Garages) Ltd., 79-89, Pentonville Rd. N.1. Tel. 1001. (0405 R)

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6081. (N4018 R)

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London. W.1. Gro. 4343. (0656 R)

TR2; see advertisement under Triumph section of used cars.

KJ MOTORS, Ltd.—Retown. Vanguard models; immediate delivery.—Bromley. Rav. 5456. (0285 R)

PRIDE & CLARKE, Ltd.—Triumph agents, exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068 R)

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088. Standard and Triumph Main Distributors in areas of Surrey and Kent. (0026 R)

LANCASTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Retown saloons, choice of colour—59-43, Eden St., Kingston. Tel. Kin. 3151-4. (0402 R)

THE new Triumph T.R.2, in pearl white/blackberry trim; owing to cancellation of customers' order due to illness, we offer this sports car for immediate delivery at list price, £286/10/10.—Lyndhurst Motors, Ltd., 391/5, Dunstable Rd., Luton. Tel. Luton 2140. (3260 R)

UTILITY CARS

AVAILABLE, the outstanding Volkswagen Microbus A-8-seater and Kombi (passengers and goods) 30 m.p.g., Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. (0145 R)

IMMEDIATE delivery new Austin A40 Countryman, heater, over-riders; list price £742/11/6.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. (Ad.) Leicester Square Tube Station.) Temple Bar 3588. (N1027 R)

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms—6, Berkeley Sq., W.1. Grosvenor 4323. (0019 R)

PARTS and service.—Western Ave., W.5. Acorn 4641. (0019 R)

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley. Rav. 5456. (0021 R)

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1262. (N1076 R)

VOLKSWAGEN

VW MOTORS, Ltd.

SOLE Concessionaires Great Britain and Northern Ireland, cars available for immediate delivery.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St., London. S.W.1. Whil. 9501. (0645 R)

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Ripley. 2361. (0017 R)

GODFREY HOUGHTON, Ltd.

MAIN dealers Cheshire, Denbighshire and Flintshire; early deliveries all models, including commercial and bus models, with after sales service.—City Rd., Chester. Tel. 24818. (0706 R)

IMMEDIATE delivery.—One only, Volkswagen de luxe saloon, green with beige upholstery.

TERMS and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. (2116 R)

SUSSEX distributors, Prestwich (Hove) Ltd., St. John's Rd., Hove. Tel. 34037-8. (0190 R)

CROYDON.—H. Harner, Car Sales, Ltd., Area Dealer, 444/8, Brighton Rd., South Croydon. Croydon 6225, Uplands 9629. (0127 R)

A tour service in South Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield. Tel. 26358/9. (0128 R)

EUROPEAN CARS, Ltd., distributors for London & Western districts, early delivery, demonstrations, exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 3333. (0900 R)

IMMEDIATE delivery.—New Wolseley 6.80 saloon, terms, exchanges.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (2290 R)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481/2/3. Offer early delivery of de luxe saloons, 8-seater bus and single-door van; main distributors for West Hertfordshire and district. (N1001 R)

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; early deliveries, full service and spares facilities—273, London Rd., Staines. Tel. 4211 (5 lines). (N1080 R)

YORKSHIRE county distributors can offer early deliveries all models; full spares an deservic facilities available.—Moorfoot Garage, Ltd., 398, Harrogate Rd., Leeds. Tel. 685131 (2 lines). (0723 R)

PRIDE & CLARKE, Ltd., South London distributors.—Early delivery of all models; choice of colour; demonstrations; exchanges, terms; by return post service—158, Stockwell Rd. S.W.9. Brixton 6251. (N3068 R)

NEW CARS FOR SALE

VOLKSWAGEN

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 15. Tel. Ardwick 4261. [0519/R]

STANDARD Saloon, £599/15/4; de luxe £689/12/6; Microbus, £279; Kombi, £899/9/2; van, £698; terms, exchanges; export service.—Details why Volkswagens are outstanding from Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [0041]

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life: saloons from £599/15/4, exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Details.—

BENMOTORS, 1, Clarendon Rd., London, W.11 (50 yds. Holland Park Tube.) Park 5066. [N1017]

WOLSELEY

PRIDE & CLARKE, Ltd.—Wolseley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3660/5. [N3068/R]

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair) 5951. [N4046]

ROWLAND SMITH'S for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4015]

W. J. COLES (CROYDON), Ltd., 18, Blunt Rd., South Croydon, Croydon 0074/5. [1980]

R. C. WIMBUSH, Ltd., Wolseley stockists, 6/80 available; part exchange H.P. facilities.—312, Earls Court Rd., S.W.5. Fremley 6401. [N4056]

WOLSELEY agents and service, immediate delivery of 6/80 saloon, black, with red leather.—Notting Hill Garage, Ltd., Cambridge Gdns., W.10. Ladbroke 1155. [N3027]

MEBES & MEBES, Ltd. (Est. 1893), Wolseley specialists, offer early delivery of both Six-Eighty and Four-Forty models, choice of colours.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012]

MISCELLANEOUS CARS

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley.

PART exchanges, any distance, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. [N4018]

ALL particulars on the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover—full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., 81a, 80/80. [0715/R]

COMMERCIAL VEHICLES

NEW Commer light truck, finished apple green; list price—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3335. [N1085]

IMMEDIATE delivery new Austin A40 van; list price £495 8/9.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. (Ad.) Leicester Square Tube Station. Temple Bar 3588. [N1027]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

ASYNCHRO

1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive costs from £6 per week, small mileage charge, or alternative rates; A.A. R.A.C. radio, heater, Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4106. [0536/R]

SLOUGH CAR HIRE—A40 saloons, drive yourself.—Rear 36, Mackenzie St., Tel. Slough 20501. [0132/R]

IVOR HILL, Ltd.—1954 A40 Somerests for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5066. [0560/R]

IRELAND Self Drive—Ryans, 35, Upper O'Connell St., Dublin 7, Crofton Ave., Dun Laoghaire. [0877/R]

SMITH & HUNTER for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R]

MANCHESTER—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R]

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Croydon Mews, W.11. Park 5864-5. [0466/R]

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2). [0042/R]

IRISH touring, hire it and drive it, the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [0280]

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [1736/R]

GE CARS self-drive hire service with new Ford Consul, unlimited mileage.—60/62, Queenstown Rd., London, S.W.8. Mac. 3563. [0091/R]

ROLAND R. HILLS GARAGE—Garage accommodation, hire service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]

1953 self-drive cars available for hire from Self Motors, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bay 8229 (Garage). [02057]

WIMBLEDON CAR HIRE—self-drive specialists.—1951-53 Austin A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wimb. 7834. [0811/R]

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars, current models.—110, Woodside Forest Hill, S.E.23. (For. 2432). [0679/R]

A40 A.70s, A90s, saloons and convertibles to drive yourself, book now for your summer holidays.—Truman's Garages, Queensway, W.2. Tel. Bay 6415. [0686/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war cars and 10hp Fords; unlimited mileage; cars delivered.—Brit. 5532 and 8657, 290, Milkwood Rd., Herne Hill, S.E.24. [0683/R]

1954/3 Zephyrs, 17ms. a week, 600 miles; also new Consul, Oxford, Somerset; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0518/R]

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependable, chauffeur driven, 1951-52 A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0094/R]

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Baham), Ltd., 2c, Baham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8. [M2024/R]

DRIVE YOURSELF HIRE CO. (LONDON), Ltd.—Best cars, most economical and dependable service for all occasions; tariff on request.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493; 20, Grosvenor Place, Victoria, S.W.1. Eio. 3644. [0507/R]

SUSSEX MOTORS—Self-drive or chauffeur-driven; 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R]

SELF-DRIVE—Coming on leave, visiting Britain? Our keenest rates for vacation period hire; slim your motoring budget; modern fleet; alternative rates available.—Horne & Overseas Motors, 160, Finchley Rd., N.W.5. Hampstead 0087-8-9. [0031/R]

OVERSEAS visitors, a fleet of 1952-3 Austin Drive-hire saloons for hire to drive yourself, send for illustrated brochure to Drive-hire Cars, Ltd.—Head Office, Kingsway, Newport, Mon. Available at 12 Drive-hire stations throughout Britain. Also available for home market.

WILSON'S CAR HIRE SERVICE—New cars in perfect condition; self drive from £1 per day plus 6d a mile or £5 a week plus 6d a mile including petrol, oil, insurance. Overseas visitors can hire or buy with guaranteed repurchase price.—34 Acree Lane, S.W.2. Brixton 4011; 1, Dorking Rd., Epsom 3901. [0802/R]

CARS FOR HIRE

WELBECK CAR HIRE offer—New self-drive cars, no mileage charge, you just pay a flat rental and that is all—Ship only £1/15, saloons £2/10, one week £12/10; new Anglias at £3 per day and £16 per week.—Welbeck Car Hire, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991. [0631/R]

BIRMINGHAM—Hippodrome Motors, Raymond Charles (B'ham.), Ltd., The Midlands' largest and cheapest car-hire firm, Austin 12 and 16hp saloons, £10/10 weekly 1954 Ford 10hp saloons (brand new), £12/10 weekly; comprehensive insurance; no mileage charge.—Hippodrome Motors, Hurst St., Midland 6701-4145. Adjoining Birmingham Hippodrome. [2292/R]

DRIVE yourself hire.—1953 saloons; choice of cars from £1 per day with unlimited mileage for period hire; overseas visitors, both old and new clients, specially welcomed; we have been pioneers of self-drive hire for over 30 years.—Write, phone or call: R. F. Edwards & Co., Ltd. (Established 1918), 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [M2001/R]

OVERSEAS visitors.—Opposite Morris Oxford, 1c Steele Griffiths' new overseas visitors' branch; comprehensive service, chauffeur-driven or self-drive cars; new Vauxhalls still available for you to drive on your vacation, competitive rates, no extra mileage charge; book your "leave car" now; A.A., R.A.C.—Steele Griffiths, opposite London Airport, Hayes, Middlesex. Rodney 2201 (6 lines). [1335]

D a "good deal" better with Carr Bros. on self-drive chauffeur hire, best cars, best terms, with choice of tariffs from nearest of 5 branches: Ger. 6679-9; Renown 6392; Uplands 6611; Hounslow 6612; Wallingford 1000; Call with Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley (Cables: "Carrbros", Croydon, Eng.). [1041]

HIRE a car as private as your own from Victor Britain, the Car Hire Specialists; pay less and always get a new car, self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a Berkeley St., London, W.1. (Tel. Grosvenor 4681) or 11, Cl. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). [0772/R]

600 new 1954 U-drive cars/estate cars from 35/- a day for 80 miles, excess 2d a mile, British & R.A.C.; unlimited mileage and special quotations long periods; contract rates; cars sold on repurchase terms; fleet owners' insurance; call with Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley (Cables: "Carrbros", Croydon, Eng.). [1041]

DAY AND NIGHT SERVICE

A.O. (Always open) N.S. (Sunday)

A SHIPFORD, Mudd—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 2678, 2960. A.O. [2222/R]

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RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [0831/R]

OWNER 1951 A.C. wishes part exchange modern Lea-Francis shooting brake or similar.—Box 5789. [3561]

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and mopeds, particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [M4014/R]

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice. Terms over 18 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0636/R]

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NICE set (contained in one cabinet), 6 volt, aerial; £12.—10, Winchester Mews, N.W.3. Pri. 2647. [1524]

RADIO mobile accredited dealers, qualified mechanics are always available for car radio repairs.

NORMAND, Ltd., 405-9 King St., W.6. Riv. 3665. [0222/R]

CAR RADIO

J. DAVY H.M.V. car radio, accredited dealers, Smith's Radiomobile, sales and service.—Fremantle 3335. [0159/R]

MOTOROLA, world's finest motor radio; sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R]

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Upper Montagu St., London, W.1. Amersham 1012/R. [0162/R]

UNIVERSITY ELECTRICS, Ltd., 7, Hertford St., W.1. Gro. 4141. Specialists in car radio, H.M.V. Radiomobile, Standard, etc., expert installation and service, trade and retail. [0668/R]

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Kent. Pospogrove 1055-6-7.—Accredited Radiomobile station; expert installation, service, trade and retail all makes available. [0116/R]

COACHBUILDERS AND BODIES

TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martins Lane, W.C.2. Temple Bar 3338. Repairs executed of every description. [M4029]

PILCHERS, 14, Kingston Rd., S.W.20. Liberty 2350. Body repair and painting, all processes private and commercial; trade enquiries invited. [0125/R]

JACK BARCLAY (SERVICE), Ltd., can undertake all types of coach repair work at Danvers & Sons, Ltd., London, S.W.3. Flaxman 2225. [M1082/R]

A.L.P.E. and SAUNDERS (COACHBUILDERS) Ltd., Cellulosine, Trimming, Complete Bodies, Body Station Approach, Kew Gardens, Richmond 1161. [0202/R]

AWTON-GODMAN Ltd., New shooting brake bodies, conversions, repairs and renovations, reasonable prices.—155, Cricklewood Broadway, N.W.2. [M2022]

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, reupholstering, trimming and conversions, special facilities for overseas visitors; Fluorocel, Fluorocel constructions and repairs undertaken; Mortlake Rd., Kew, Riv. 5625-6. [0348/R]

RONALD KENT (COACHBUILDERS), Ltd., the specialists in accident repair work offer courteous and efficient service combined with really economical prices for all types of motor body repairs, renovations, cellulose and trimming.—Coalyard Rd. (first turning left out of Shepherds Bush Central Line Station), Shepherds Bush 2231. [0214/R]

50 in velour head lining, 7/6 yd., Vynide leather cloth, 7/6 yd.; 40in rubber-backed pile carpet, 32/6 yd.; 54in double felt, 7/6 yd.; bucket seats complete 45/-; shell only 25/-; new eastri rubber window channel, 7d ft; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, headlining channels, window trimmings, upholstery fittings, paints, etc., send P.O. 2/- and stamp.—Wings, 195, High St., West Wickham, Kent. [M4061]

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YELLOW head lamp bulbs for Continental driving available for most makes.—Beverly Motors, Airst. Ave., New Malden, Malden 4405. [1528]

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FRONT and rear axle suspension units, shafts, etc., straightened, heat treated, crack detected. —566/R

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CROWN wheels and pinions; large stock for most makes, new and second-hand. —97-108, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0609/R]

TALBOT 75 crown wheel and pinion, excellent condition, 47 x 9. £15 2/10. —Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [3523]

CROWN wheels and pinions, N.R. for Morris 8, 9, 9.5, 9.9, 9.96; Hillman Minx, £6/5; Singer 8 and 9, £6/5; Standard L.9, £5/15; Vauxhall, £6. —Witham's, 18, Balham Hill, London, S.W.12. Battersea 5290, 5769. [0903/R]

HILLMAN 10, 14, Humber 12, Talbot 10, 1936-36, new layover clusters and Vauxhall DY, DX 14 new layover clusters at advantageous prices; Hillman £7/10, Vauxhall £6/10. —Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [3521]

1500 all types, crownwheels and pinions and 3,000 axle shafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded. —W. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0223/R]

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50/- Brand new 6-volt batteries, 12-volt 95/-, guaranteed. —Westbury Garage, Westbury Ave., Wood Green, N.22. Bowes Park 5500. [0639/R]

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BATTERY plates, machine pasted, highest quality, B-squart and standard. —Send your enquiries to Oakley (Wolverhampton) Ltd., Horseley Fields, Battery Works, Wolverhampton. [14665]

BATTERY exchange your old battery for new, or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday 9 a.m. Trade enquiries invited. —Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96; Upper Wickham Lane, Welton, Kent. Tel. Woolwich 4396. Early closing Wednesday. [18657]

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THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Estab. 1958. Tel. Welbeck 0400 (15 lines).

RICHFIELD replacement brake cables, England's leading manufacturers of brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied, or repaired; only genuine Bowden materials used; send for trade list, new cables from 2/- each. [0069/R]

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YOUNG'S brake lining service; send your brake linings for relining with genuine Durox brake linings; prompt dispatch; quotations by return. —20-32, Tooting Bee Rd., London, S.W.17. Balham 7791. [0972/R]

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CAMSHAFTS, worn or damaged cams built up and reground to original profile and life. —Moore & Ellis (London) Ltd., 67, Scoresby St., London, S.E.1. WAT. 7261. [0262/R]

CARBURETTORS, ECONOMISERS

GLAZIER Zenith carburetors. [0586/R]

STROMBERG and S.U. carburetors. [0586/R]

GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot. —Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6228 (15 lines). [0833/R]

S.U. carburetors and pressure pumps. [0833/R]

SERVICE, tuning, repairs. [0833/R]

SOLE distributors. [0833/R]

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. [0855/R]

ZENITH spares, replacement units for most makes in stock. [0855/R]

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [02011/R]

WATSON & CO. (LIVERPOOL), Ltd., Auto Electrical Depot, Oldham St., Liverpool, 1, Royal 7080 (10 lines). [0103/R]

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement. [0103/R]

S.U. and A.C. fuel pumps; prompt postal service. [0103/R]

COX-ATMOS economiser ensures more mpg and reduced engine wear. —Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0934/R]

S.U. —Official service depot. —Carburetors and petrol pumps reconditioned by return of post; rapid tuning service. —Pollard, 1122, Garska & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0825/R]

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburetors and carburetors in the North; conversion sets for American cars, flexible petrol pipes and air filters, prompt attention to postal enquiries. —Lime Tree Garage (L'pool), Ltd., Bolton St., Liverpool, 5, Royal 3232-33. [0252/R]

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VOKES Gasmaster for increased mileage, prices of all models 14/6; easily fitted; trade and retail supplied. —Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey, Emb. 2325/4. [0575/R]

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WOOL pile and rubber carpets tailored to your car. —Jack Barclay (Service), Ltd., Danvers St., Chelsea, London, S.W.3. Flaxman 2225. [M1062/R]

WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year. —Upholstery covers, travel rugs, luggage covers and Octopus straps, prompt delivery; carriage paid. —THE CAR MAT CO. Ltd. (Est. 1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/3. [0164/R]

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SILVERNOIL car covers, strong, durable, new process silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyeletting, light in weight, easy to handle, 9ft x 8ft, 27/6; 9ft x 12ft, 37/6; 15ft x 12ft, 59/-; 16ft x 12ft, 74/-; 20ft x 13ft, 30/-; post and packing, 2/6; dust sheets, made from superfine parachute material, complete cover, 8/12hp 40/-, 14, 30hp 60/-, post free. —H. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17. Larkswood 2705. [0321/R]

CHROMIUM PLATING

HEADLAMP reflectors heavily electroplated, 100% silver mirror finish guaranteed, 5/9 each; returned car received, send P.O. —R. E. Facker, Sion Place, Chiswick, W.4. Chis. 5447. [0306/R]

CHROMIUM plating of all motor fittings executed; highest quality at competitive prices; trade enquiries invited. —Wadman Plating Co., Ltd., Bennett St., Chiswick, W.4. Chis. 5447. [0306/R]

HEADLAMP reflectors resilvered, 7/6 each, plus p. & p. 1/- each; cash with order; 24-hour service; trade enquiries invited. —Marshall, Beresford, 18, Boston Place, Marylebone, N.W.1. Pad. 5295. [0032/R]

CUT your plating costs on chromeplating all car fittings; highest quality finish for over 50 years; keen prices; trade enquiries invited. —F. S. & Co., Ltd., 18, E.17, 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. [0045/R]

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CLAUDE RYE, Ltd. —Huge stocks of clothing, etc., at keenest prices. —895-921, Fulham Rd., London, S.W.6. Renown 6174. [0645/R]

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REPAIRED without distortion for electrodeposition at 60° Fahr., no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C. —Platenfeld, 48, Lottie St., S.E.16. Bermondsey 1486. [0020/R]

CYLINDER GRINDING, ETC.

LET us rebores your car on your own premises; supply pistons any distance. —Phasey & Sons, 434, Brookhill Rd., Woolwich, S.E.18. Woo. 4657/6866. [0785/R]

ENGINES rebores on your premises without removal from chassis, in 48 hours. —Newport, 41, Maresfield Rd., Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mountview 4871. [0037/R]

PRECISION engineers; camshaft and crankshaft rebuilding and grinding, oil capacity, boring and sleeving, metal spraying and welding cylindrical and bar grinding. [0510/R]

SPARE PARTS SERVICES (CRICKLEWOOD), Ltd., Sedgware Road (Nr. Staples Corner), London, N.W.2. (Gladstone 2558/8716). [0919/R]

F —Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2. and 169-171, Harrow Rd., W.2. Buntingford 0022 (12 lines). [0096/R]

BENSHAM LANE GARAGE, Ltd. —Crankshaft grinding, line boring, bearings rematched, rebores, sleeving, surface grinding. —32-34, Bensham Lane, W. Croxson, Thornton Heath, 411, Maresfield Rd. [0510/R]

EDWARDS ENGINEERING CO. Ltd. —Cylinder boring and sleeving, Cromard liners, crankshaft rebores and bearing rematching, flywheel gear rings fitted, brake drums refined or machined. —Key Boring Works, Great West Rd., Brentford, Chiswick 7751-2-3-4. [0170/R]

STANTON & SWEET (Battersea 2242/3). —Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines; con rods rematched, line boring of main bearings, surface grinding and valve inserts fitted. —228, Garrahit Lane, S.W.18. [0068/R]

PRECISION engineers, camshaft and crankshaft reconditioned. —Austin 7/2/-, popular 8/10hp £5. 4-hp service; exchange crankshafts stocked, surface, crankshaft grinding, rematching, drums machined from 3/6. —Rowley & Lough, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. [0022/R]

J. AUSTIN & SONS, Ltd., specialists in cylinder rebores and sleeving, crankshaft grinding, line boring, con rods rematched, 24-hour service; valve inserts, brake drums skinned, cylinder heads refaced, all types of engines reconditioned, including diesel; collection and delivery; trade supplied. —139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0035/R]

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PRIDE & CLARKE, Ltd., for new and second-hand dynamo, starters, starter batteries, lamps. —Stockwell Rd., S.W.9. Bri. 6251. [0736/R]

ELECTRICAL EQUIPMENT

TV without mains, Chorehorse special petrol-electric generators, complete, self-starting, as supplied to B.B.C.; A.C. 220/250v, 300 watts D.C., will charge batteries for permanent lighting; £47/10, delivery 10/-; other low-priced alternators available. —Below. [0188/R]

D.C. generators, Delco complete, 12-15v; £14/10, delivery 10/-.

STORAGE batteries, heavy duty in hardwood cases, 12v 75ah, £5/17/6, delivery 9/6; 12v 22ah, very powerful, £2/14, delivery 5/6; 6v 150ah, £5/7/6, delivery 8/6; 6v 90ah, hardrubber cases, £3/7/6, delivery 7/6. —Below. [0188/R]

I.C. engines, 1½ to 20hp; £12/10 to £39/10. —Below. [0188/R]

AIR compressors, Hymatic 2-stage 2½ cu ft, 800lb, £5/17/6, delivery 3/6; Reavell two-stage, either 100 500b p.s.i. or 400lb, £27/10, delivery 20/-; complete mobile plants from £69/10; tanks from £12/6, and other air accessories. [0188/R]

TEDDINGTON ENGINEERING CO. Ltd., Dept. "M", High St., Teddington, Middx. Kingston 1193. [0188/R]

ELECTRICAL EQUIPMENT

COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines, lists free. [0020/R]

POWERHOUSE, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins. Waterloo). [0620/R]

CLARE'S MOTOR WORKS. —Second-hand and reconditioned exchange stocks of dynamos, starters, magnetos, distributors and S.U. pumps; quotations for repairs or replacements. —Clare's Motor Works, 260, Knights Hill West Norwood, S.E.27. [0149/R]

DYNAMOS, starters, distributors, magnetos, repairing and replacements; dynamo, armatures, rewound, exchange replacements available; complete rewiring all electrical repairs. —A. J. Browning, 73 Lancelotti St., London, W.10. Lad. 3541. [0690/R]

BATTERY chargers, input 200/250v A.C., output 6 and 12 volts 3 amps, fitted ammeter, twin fuses, selenium metal rectifier, power pressed case, stove enamelled; 57/- —R.G.W. Electronics, Ltd., 164, High St., Brentford, Middlesex. Overseas and trade supplied. [2147]

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J. AUSTIN & SONS, Ltd.

IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp, Canadian and Mercury motor Ford 8hp, 10hp and V.8 30hp engines; exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con rods exchanged; trade supplied. —139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0035/R]

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames. —Wolsley reconditioned factory exchange units series II and III. —Kingston 3348, [0467/R]

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested guaranteed six months. [0020/R]

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [0910/R]

AUSTIN 7 reconditioned engines, 3-bearing £34; 2-bearing £31/10; engines forwarded against returnable deposit; trade supplied. [0020/R]

B & H MOTORS, Bignells Corner, South Mims, Herts. Tel. South Mims 2251-2. [M1020/R]

£35 —Reconditioned engine for Austin 10, reground crank, ground horns, new pump (oil), chrome rings. —Dyer's Garage, St. Budeaux, Plymouth. [3355]

HUMBER, Hillman and Commer engine specialists, reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock. [0020/R]

R. J. GRIMES, Ltd., Hadleigh Garage, Marlipit Lane, Coudon, Surrey, Unlads 3637. [0718/R]

ESTACE WATKINS, Ltd., Chelsea Manor St., sole London agents, distributors, exchange engines stocked for all models; any make of engine reconditioned. [0020/R]

ROVER 60 engine to fit Rover car or Land-Rover, as brand new, unused; must sell due to military service. Offers in writing to J. H. Parkin, Merebrook Camp, Malvern Wells, Malvern. [3350]

STOCKS OF BALRAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer 24. —Tel. Bal. 4825, 11 Bal. Park Grove, S.W.12. [0764/R]

ENGINE bargains. —1936 7 Standard 12/4, £15; 1934 5 Lancaster 10, Talbot 21, Humber 12, 1936 Morris 10, 1935 Austin 10, 1934 Austin 16.4 o/v, £18. —Rickard, 56, Clayhall Ave., Ilford, Wanstead 3447. [3477]

BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engines for Austin Big Seven; 8hp, 10hp, 12hp, 14hp, 18hp, A40 and Commer; Morris 8hp, 12hp and 10cwt vans; Standard 8hp; your engine taken in exchange, please quote car numbers. [0020/R]

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6194-5. [0057/R]

ROLLS-ROYCE and Bentley engines —Jack Barclay (Service), Ltd., officially appointed repairers, will be pleased to overhaul your engine and in some series supply replacements. —Danvers St., Chelsea. [M1062/R]

AUSTIN Ruby (7hp, 3-bearing crankshaft) fully reconditioned engine (sleeved cylinder block, Hepolite pistons) and flywheel, £40 (outright sale); written guarantee, trade discount. —Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [3522]

EXCHANGE engine service to the trade. —Austin, E. Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale. —Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14 Tel. Moss Side 3466/7. [0074/R]

GUARANTEED reconditioned replacement engines: Ford 8-10, £19/10; Morris 8, Standard 8, Austin 8, £23/10; Hillman 10, Austin 10, Vauxhall 10 and 12/4, £27/10; Austin A40, £30; Ford V.8, 22, 30, 32, £40; Vauxhall Velox, £42/10. —J. G. Ruther & Co., 540, Eastern Ave., Romford 2552. [3488]

FORD V.8 22hp exchange engines, cylinder sleeved standard, crankshafts ground standard underlaid, con rods resiled etc. 6 months' guarantee, £56; as above and rebored, £48; trade terms fitting delivery if required. —Blackburn Auto Service, 41, Darlington Rd., West Norwood, S.E.27. Gipsy Hill 5137. [0050/R]

GARAGE EQUIPMENT

FOR sale Octopus heavy duty test bench, 415v, 5hp, shop little used. —Gardiner's, Commercial, 10, Swindon. [3016]

GARAGE FACILITIES

LONDON Airport. —Steele Griffiths' new branch opposite London Airport, Middlesex, offers under-cover garage facilities for those leaving or arriving by plane; please book in advance. —Hounslow 4606. [3334]

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STEERING boxes reconditioned or exchange, plus sole single or made to pattern fitted with immovable steel bush. —Foxley Garage, 1a, Elliott Rd., S.W.9. [0188/R]

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PETROL PUMPS
5 Petrol pumps for sale, cheap, £5 each.—S.Y. 60, Shaftesbury Ave., Kenton, Middx. Tel. Wordsworth 6906. [5246]

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BROOKLANDS ENG., Portsmouth Rd., Colham, Surrey, 3503. All types pistons and K.E.965 hand-forged valves to pattern or sketch. [10130/R]

RADIATOR MUFFS, ETC.
GALLAY, Ltd., give immediate service in repairs and rebuilding of radiators, oil coolers, fuel tanks and wings, etc. [10130/R]

GALLAY, Ltd., specialists in new radiators, fuel tanks and oil coolers for racing and sports cars. [10130/R]

GALLAY, Ltd., specialise in chrome, nickel, copper and radiator plating. [10130/R]

GALLAY, Ltd., give immediate service.—Please send enquiries to 105-109, Scrubs Lane, Willesden, London, N.W.10. Lad. 364. [10130/R]

MATCHLESS RADIATOR & BODY WORKS, 450, Old Kent Rd., S.E.1. Bermondsey 1377. Repairs of every description. [10130/R]

JOHN LANCASTER RADIATOR, Ltd., Head Office, 1, Lower John St., London, W.1 (Gerard 2732-5). Eight branches covering South England. [10130/R]

REPAIRERS, WELDING, ETC.
BARRIMAR for scientific welding repairs under Barimar money back guarantee. [10130/R]

CRACKED and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankshafts, broken crankshafts and all other motor parts perfectly repaired by Barimar low-temperature process. [10130/R]

BARRIMAR HOUSE, 22-24, Peterborough Rd., Fulham, London, S.W.6. Tel. Renown 2147/9. Night calls Renown 2148. Telegrams Barrimar, Walsgreen, London. Branches at Birmingham, Newcastle, Manchester and Glasgow are also operating at full blast. [10130/R]

CRACKED cylinder blocks repaired by low-temperature process, no pre-heating, no damming; also several cylinder blocks for sale.—Sanders & Co., Victoria Rd., Hendon, N.W.4. Hendon 1286. [10130/R]

ACCIDENT repairs of every description, including insurance work, panel beating, welding, re-plating.—Jack Barclay (Service), Ltd., Danvers St., Chelsea, London, S.W.3. Finsbury 2225. [10130/R]

UXBIDGE.—Gregory's of Uxbridge, Ltd., are pleased to inform all their friends that they can undertake any repairs to any car, large stock of Vauxhall spares always carried.—Uxbridge 6432-5. Maidenhead 767. High Wycombe 651. [10130/R]

GALLAY, Ltd., can give immediate service in the repairs and rebuilding of motor radiators, petrol tanks, wings, etc.; chromium plating also carried out. Please send enquiries to Messrs GALLAY, Ltd., 105-109, Scrubs Lane, Willesden, N.W.10. Ladbrooke 5643. [10130/R]

AXLES/SHAFTS RECOVERY CO. (Mvrs Process). Consult the specialists if you have trouble with worn or broken axleshafts or axle casings; all types of spinning undersides, hub rebuilding or re-plating a specialty; all sizes, inner or outer; excellent service. Monmouth Motors, Ltd., Wembley 2636/4443. [10130/R]

U.S. CONCESSIONAIRES, Ltd. offer a complete prompt and satisfactory service for all types of overhauls of every description at competitive prices to all makes of cars and commercial vehicles.—U.S. Concessionaires, Ltd., 105-109, Scrubs Lane, Willesden, London, N.W.10. Ladbrooke 5643. (Winkfield Row 3252-3). and 5, Juliette Place, Chelsea (Phonax 7752-3). [10130/R]

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ROOF racks for hire, any period.—605, King's Rd., S.W.6. Renown 2147. [10130/R]

PORTAGRID telescopic roof rack one model fits any car; £3/19/6.—Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia), Fulham 4211. [10130/R]

M.G. all chrome tubular gear luggage racks for T.D. M.G.s. beautifully made; £6/19/6, cash paid.—George Grose, Ludgate Circus, London, Central. 5504. [10130/R]

WATMAC Dragonman patent detachable roof rack, suitable for any saloon car, fitted or removed in minutes without alteration to car; from 6 to 8 sq. state make, year and hp. [10130/R]

WATNEY MOTOR ACCESSORIES CO., Ltd., Blaby, Leics. [10130/R]

VICTORIA expanding roof rack, now fits any car, quickly interchangeable, strong, lasting, £5/7/6; Minor rack, £4/7/6; Alpine two-bar rack, £3/15; also Victoria claw bar carriage rack, £3/8; tarpaulin from your garage.—Now manufactured exclusively by Victoria Motorcycles, Ltd., Sales, 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [10130/R]

CHROMIUM plated tubular steel grids for XK120 (panel and boot lid), Austin-Healey, Sunbeam-Talbot, £7/10; M.G. models to T.A., £7/5; T.C., T.D., T.F., with back rail, £8; Morris Minor, Austin 8, Standard 8, £5/15; Royal super roof racks, cadmium plated, wooden slats, £5/19/6, other types from £4/4; for hire, 10/- per week; bumper fixing grids for Morris 8, Ford 8 and 10s, 45/-, Mini, Morris 10 and 12, 48/-; Postage 2/6.—Derrington, 159-161, London Rd., Kingston 5621-2. [10130/R]

ROAL (Pat. pend.) Roof Rack—the very latest Continental style, one model fits any car, all welded steel frame, absolutely rust proof, polished ash slats, instantly altered, tools, unique self-adjusting clamps hold rack rock steady, reduce strain, special self-aligning feet prevent damaged bodywork, strong, light weight, ultra smart, will carry maximum weight your car will stand, safeguard car and cases; start now carrying extra luggage the modern way; £5/19/6 each, carriage free; from garages or direct.—Frank Ross, (Dept. A.C.), 123, Kingston Rd., New Malden, Surrey. Tel. Malden 2770. [10130/R]

SAFETY GLASS
TRIPLEX. [10130/R]

EXPRESS REPLACEMENT SERVICE—wholesale and retail.
LONDON: Newton's (Kensington), Glass Merchants, 1266, Old Brompton Rd., S.W.5. Tel. Fremantle 6412. [10130/R]

WATFORD: Balmer's Glass Merchants, Derby Rd., Watford, Tel. Watford 4265. [10130/R]

SOUTHERN: Smith's Glass Merchants, 633-4, London Rd., Westcliff-on-Sea, Tpl. Southend 46248. [10130/R]

ALL the above are official Triplic stockists. [10130/R]

D. W. PRICE. [10130/R]

Fit while you wait.—Neasden Lane, N.W.10 (Gla. 7811); 2a, New (New Cross) 364; Savoy Parade, Enfield 3170; Tancied St., Taunton 2993. [10130/R]

SAFETY GLASS
TRIPLEX.—"While you wait" replacements.—British Steel Frame Co., Ltd., Bishopsgate 9611-3. See "Windscreens." [10142/R]

SEATS AND WINDOWS
COMFORTABLE fold-away bench seats to carry passengers in vans; other seats; set of 4 polished alloy side windows for utilities from £16 5/2.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [10381]

SHOCK ABSORBERS
ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. New exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or [10381]

MAIN distributors: [10381]

LONDON and the South of England. [10381]

PARR EQUIPMENT CO., Ltd., 2, Avonmore Rd., W.14 (opposite Olympia), Fulham 4211 (3 lines). BIRMINGHAM, West Midlands and Central Wales:— [10381]

MARLER & PARTNERS, Ltd., Fox Hollies Garage, Acocks Green, Birmingham, 27. [10381]

EAST Midland Eastern Counties and South Yorks:— [10381]

DICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46507-8. [10381]

NORTH-WEST England:— [10381]

BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester, 16, Moss Side 2245-6. [10381]

SCOTLAND:— [10381]

JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 4127. [10381]

SPECIAL telescopic conversion for Austin Cambridge; 45/- per unit complete. [10381]

NORTH-WEST London:— [10381]

STOCKIST and fitting service. Woodhead-Monroe, Telford and Rotofo; conversion sets available; full trade discount. [10381]

HAGGER, Oak Tree Rd. (facing Lord's Cricket Ground), St. John's Wood, N.W.8. Cun. 7335/8705. [10381]

JOHN A. SPARKS & Co., the [10381]

GIRLING-LUVAX largest distributors; complete new assemblies on exchange basis immediately. [10381]

JOHN A. SPARKS & Co., Girling Main Distributors, Streatham Hill, 2, Tube Hill 543. [10381]

TELAFO telescopic dampers are the latest advancement in suspension control. [10381]

EFFICIENT control maintained at low and high speeds. [10381]

LEVELS out the bad roads, providing extra comfort. [10381]

AGRATION and frothing troubles eliminated by exclusive patent. [10381]

FUNCTION at any angle owing to its independence to gravity problems. [10381]

LONGER life due to increased area of body. [10381]

OBTAINED from main distributors for South London, Kent, East Surrey and Sussex. [10381]

ROBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7065-7. [10381]

SERVOIS independent Suspension. [10381]

A. H. Hobbs & Son. [10381]

30/-!—Exchange reconditioned shock absorbers.— [10381]

THE London main distributors for "Rotofo" and "Telford" shock absorbers in East and West Essex are Messrs Shock Absorber Service, Ltd., EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6468 and 6444. [10381]

WEST London Depot, 164, Uxbridge Rd., Shepherd's Bush, W.13. Tel. Shepherd's Bush 4251. [10381]

WE are equipped to give "over-the-counter" service which includes complete re-lubrication of your linkage for dampers to fit your car. [10381]

SPEEDOMETERS

RICHFIELD. [10381]

SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service; immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff; in repairs guaranteed.—See below. [10381]

SPEEDOMETER cables.—30,000 in stock, any make or type; state year, make and h.p.; all cables guaranteed. [10381]

THOS. RICHFIELD & SON, Ltd., 3, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 1932. [10381]

SPEEDOMETER SUPPLY CO., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. [10381]

AUTO TEMPO METER CO., Ltd., Speedometer Specialists.—All makes of speedometers and replacement indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0633-4. [10381]

SPRINGS
LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balmal Hill, S.W.12. Battersea 3580/3769. [10381]

WESLEY LONDON REPAIR CO., Ltd., Wim. 6316-7. Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [10381]

SUPERCHARGERS
ARNOTT low-pressure supercharger your car. [10381]

FOR instantaneous and rapid acceleration, standard installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroën, Fiat, Renault, etc. [10381]

LESO Arnott high-pressure competition models. [10381]

CARBURETTORS, Ltd., Grange Rd., N.W.10, Willesden 5501. [10381]

MARSHALL-NORDEE low-pressure supercharger installations are guaranteed to increase performance by over 30%, giving outstanding acceleration and climbing. Installations for Ford, M.G., Morris Minor, Riley 1½-litre, Triumph Vanguard, etc. for home and export orders; prices from £65 complete with all fittings.—North Downs Engineering Co., Wrotham, Caterham Surrey. [10381]

TYRES AND TUBES
MARBLE ARCH. [10381]

EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock. [10381]

MARBLE ARCH MOTOR SUPPLIES, Ltd., 266, Camberwell Rd., S.E.5. Tel. Rodney 218. [10381]

Branches. [10381]

TYRES—Tyres—Tyres. [10381]

MAKE the road safer; tyres are expensive; protect your own life and lives of others by having good tyres. [10381]

CLEVELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 77328. [10381]

TYRES!!! Tyres!!! Tyres!!! [10381]

10000 tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to [10381]

MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 3026 (2 lines). [10381]

VICTORIAN beaded-edge tyres, new or used.—Wellman, 5, Surliton Hill Rd., Surliton, Elmbridge 1873. [10381]

PRIDE & CLARKE, Ltd., for new tyres and remoulds, type bargains, quotations by return, state sizes required.—Stockwell Rd., S.W.9. Brixton 6251. [10381]

TYRES, tubes (used and remoulds), 15in, 14in, 13in, 16in, 15in, 14in, 13in, 12in, 11in, also tractor, commercial, ex W.D. beaded and odd sizes.—Cook, 589, Stapleton Rd., Eastville, Bristol. [10381]

BULL—Bull's tyre for every job; let us remould your old tyre; let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [10381]

TYRES—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes; write, stating your size and receive per return of your own quotation, post orders only. The Goswell Rubber & Tyre Co., Ltd., 149-149, Camden Rd., N.W.1. Tel. Guilver 5421 and 5422. Wires Goswell, Norwich, London, [10381]

5000 450x19, 52/3; 500x16, 55/3; 500x17, 59/3; 550x16, 67/3; 550x18, 73/3; 600x16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch, carriage forward; satisfaction guaranteed or money refunded.—W. Machent & Son, Lockford Lane Garage, Stonecraze, Cheshire. Tel. 4815. [10381]

WHEELS, DISCS, ETC.
ALL types of wheels repaired, replacer service.—W. & L. Pace, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [10381]

MOST types of easy clean and wire wheels in stock. [10381]

Turner & Knight, Southfield Paddocks, Poy Lane, Ealing, London, W.5. Eal. 4298. [10381]

WHEELS (Austins), all sizes for cars, trailers, caravans, commercial ex-W.D. and farm vehicles. [10381]

Cook, 589, Stapleton Rd., Eastville, Bristol. [10381]

CLARE'S MOTOR WORKS.—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [10381]

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7. [10381]

car wheels second-hand, all types and sizes, re-enamelled, Easy clean wheels repaired, retreaded.—56a, High St., Wimbledon. [10381]

6000 in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockford Lane Garage, Stonecraze, Cheshire. Tel. 4815. [10381]

WINDSCREENS, WIPERS, ETC.
AUSTIN 7 1932-34, £4/5; Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. [10381]

BERKSHIRE WINDSCREEN WIPERS, repairs, replacements and spares.—8-14, Hampton Rd., Twickenham Green, Middlesex. Tel. Pops Grove 4294. [10381]

BRITISH STEEL FRAME CO., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windscreenes Ford, Austin, 67, fixed and sliding windows for utilities.—Bishopsgate 9611-3. [10381]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GODDARD & SMITH.

PROFESSIONAL advisers and valuers to the motor industry.

FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

GODDARD & SMITH, 22, King St., St. James's, S.W.1. Wn. 2721 (20 lines). (0290/R)

A. H. LANSLEY, 52-53, Friar St., Reading (Tel. 4632).—Business transfer specialists and valuers since 1890. (2426)

FREEHOLD petrol station, London south coast main rd., six pumps 80,000 increasing, taxis, spacious bungalows; £12,000, s.a.v.—Box 5531. (2744)

GODDARD & SMITH (Professional Advisers and Valuers to the Motor Industry), 22, King St., St. James's, London, S.W.1. Tel. Whitehall 2721 (20 lines).

FREEHOLD Modern Filling Station occupying a commanding position on the important Watford By-Pass, petrol sales 375,500 gallons, price £40,000 s.a.v. SOUTH MIDDLESEX.—Old-established Motor Business, main road position, modern showrooms and workshops, 10 petrol pumps, modern flat, turnover £171,500 per annum, retailer for well-known manufacturer; reason for sale, owner retiring; price, freehold £40,000 including goodwill, plus plant, machinery and equipment, all at £10,000. (2744)

MIDDLESEX, prominent position.—Freehold Modern Filling Station, showrooms and garage, petrol sales 302,000 gallons, good agencies; for immediate sale, £50,000, s.a.v., modern garage adjoining. (2744)

APPLY Garage Department, Goddard & Smith, as above. (3288)

THE Cottage Hotel Bracklesham Bay, Sussex.—Restaurant and filling station for sale; £5,750, freehold.—Apply Hawkins, Tel. 231, 232 Bracklesham Bay. (3494)

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton 1 (Tel. 23284), offer the following:

HANTS.—Flourishing garage, filling station and engineering concern with annual turnover around £100,000 and petrol sales of approximately 100,000 kalls p.a. Well-equipped modern premises and good living accommodation. Price for freehold, Goodwill and equipment, £32,000, s.a.v. (3288)

DERBYS.—Modern main road garage and filling station with excellent detached bungalow. Petrol sales for year ended April, 1953—96,000 kalls. Freehold, Goodwill and Equipment, £15,000, s.a.v. (3288)

WILTS.—Village, Small Freehold Filling Station with house, garage and outbuildings; no opposition, useful car hire connections; Freehold £3,200. (3288)

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. (12021A)

PETROL, filling station near London, 200,000 gallons annually, modern accommodation, valuable equipment, £20,000 freehold.—Sale agents.—Universals, 47, Victoria Rd., Surbiton, Surrey. P.A. 1130. Free Site. Standing on approximately one acre of land, the whole delightfully laid out with flower beds, lawns, etc., an ideal proposition for those interested in selling petrol only, but offering repair facilities for those who may be interested. The repair equipment includes: Hydraulic hoist, and all tools necessary to the trade; main electricity, gas, water, etc.; price £12,500 freehold, on which reasonable offers will be considered; large mortgage obtainable. Folio 8099.

SOMERSET.—Petrol station and repairs, 4-pump site, long lease, rent £400 p.a., extensive equipment, £4,500.—Sale Agents, Universals.—As above. (3244)

ST. ALBANS, 5-pump site, workshops, detached residence, petrol sales 100,000 gallons annually; £15,000 freehold.—Sale Agents, Universals, as above. (3244)

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.1. (0546/R)

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Chesham, Surrey. Tel. Vigilant 1171-2. Have over 60 personally inspected and recommended garages for sale throughout England, from £2,000's to £50,000's; mortgages arranged on all propositions offered; comprehensive details on request.

OFFER:—

FILLING Station, no repairs but fully equipped workshop available if required; situated on main road A303 in beautiful Somerset countryside; four-pump site, 76,000 gallons annually; P.A. 1130. Free Site. Standing on approximately one acre of land, the whole delightfully laid out with flower beds, lawns, etc., an ideal proposition for those interested in selling petrol only, but offering repair facilities for those who may be interested. The repair equipment includes: Hydraulic hoist, and all tools necessary to the trade; main electricity, gas, water, etc.; price £12,500 freehold, on which reasonable offers will be considered; large mortgage obtainable. Folio 8099.

FILLING Station repairs, in picturesque surroundings near Banbury, Oxon, on main road A41. Two-pump site with provision for third pump, 25,000 gallons annually; terrific scope for development under enthusiastic ownership; detached modern bungalow with tiled roof and cream and timbered elevation; delightful lounge, dining room, three bedrooms, bathroom with shower, kitchen, charming lawns and flower beds. We feel this to be outstanding at the price, on to-day's market; £4,500 freehold, s.a.v. (at least 50% available on mortgage). Folio 8101.

THOROUGHLY recommended garage and high class restaurant, Great North Road, 60 miles London, 357ft main road frontage; detached semi-bungalow incorporating restaurant seating 82 people, three bedrooms, two reception rooms, etc.; petrol sales 75,000, all private; great scope for Agency Sales; audited turnover £20,000 high net; 5-acre plot; price £13,750 freehold; mortgage available. Folio 8099.

PETROL Filling Station (no repairs but well-equipped repair shop available if required; 300ft frontage to main road, nr. Welwyn (40 miles London); four electric pumps, double approach island, wide pavilions; 70,000 gallons annually; ill health Vendor's wife forces sale; charming detached bungalow, three bedrooms, lounge, kitchen, bathroom, etc.; petrol sales can be increased under diligent administration; very early viewings advised; price £7,500 freehold, s.a.v. on which no offers will be considered; large mortgage available. Folio 8064. (3276)

BUSINESS AND PROPERTY

FILLING station, garage, 3 pumps, 2 hire cars, equipment, accommodation 2 self-contained flats, double-fronted shop, established 43 years; Freehold, £6,750; main road, seaside town, Somerset.—Box 5656. (3126)

SOUTH Devon coast town, modern freehold garage and petrol filling station, 5,000 sq ft with living accommodation freehold, £15,000 plus plant, machinery and s.a.v.—Hillier, Parker, May & Rowden, 77, Grosvenor St., W.1. (3258)

ALDRIDGES for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.—Kennedy, 22, Wm. Eus. 2552-2745-4515. (M100)

WEST Midlands.—Freehold old-established attractive modern general motor business with agencies, showrooms, fully equipped workshops, paint shops, pumps, plant, tools, excellent dwelling house; £25,000, s.a.v.—Box 5725. (3255)

CHURCH HOWARD & HILLS, Ltd., specialists, assess and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, listing requirements, to 39, Kew Rd., Richmond, Surrey. Tel. Ric. 2551-2-3. (M1047)

SOMERSET.—Main Minehead-Exeter road, modern brick-built garage with good drive-in, 4 pumps, space for 50 cars; first-class equipment with site on opposite side of road; main car agency; throughput 6-700 galls. p.w.; turnover approx. £45,000, offers invited. (3255)

A. THORNTON D. LEWIS & Co., 95, High St., Esher (C2071)

COTSWOLD petrol filling station, Glas. on A road, on high ground corner site with approximately 1 acre land at rear, good bungalow with electricity, ripe for development, full retired couple, mortgage arranged, freehold, £4,900.—George Chapman & Co., F.V. 10, Worcester St., Gloucester. (3269)

GARAGE business and petrol filling station; large modern building and 32 new lock-up garages, fully equipped paint shop, total freehold area some 4,000 sq yds. with liv. accommodation; £6,000 available; separate business having splendid showrooms on main rd.; both in prominent positions in Sutton Coldfield, Warwickshire.—Full information from Premier Motor Co. (B'ham), Ltd. Aston Rd., B'ham. 6, Aston Cross 3271. (2867)

MOTOR engineer now in position to buy own garage, invites offers: £5,000 cash; preferably Surrey, Sussex Kent Hants or London area.—Box 5608. (3484)

SERVICE station with good petrol sales wanted, freehold, with liv. accommodation; £6,000 available; Southern counties.—Write Lessingham, 117, Beecham Rd., Reading, Berks. (3485)

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Chesham, Surrey. Tel. Vigilant 1171-2. Urgently require agencies, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered; distance no object. (17150)

SOUTH-WEST of Exeter.—First-class main road filling station with good frontage and pull-in and petrol sales of not less than 75,000 kalls. Price to £15,000 for suitable concern.—Please send details to Gladding, Son & Wing, F.R.I.C.S., 14a, Ship St., Brighton 1. Tel. Brighton 23284. (W2021A)

MANAGER for Finance Credit Company.

FINANCE company is commencing a second-hand car credit department and requires a competent manager with experience in all sections of this department to take charge immediately.—Box 5761. (15314)

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

WANTED, skilled mechanic, permanent position; top rates paid for first-class man.

JARRETT'S MOTORS, Ltd., Sedlescombe Rd. North, St. Leonards-on-Sea, Tel. Hastings 51394. (3254)

WANTED, an experienced Ford storekeeper.—Verulam Motor Co., Ltd., London Rd., St. Albans. (2478)

SALESMAN required by distributors of popular make in large South coast town; must be experienced and capable; good remuneration.—Box 5715. (3250)

SENIOR car salesman required in the East Midland area; must have undoubted experience in the sale of high-class new and used cars.—Box 5752. (3266)

FITTER wanted; only first-class men need apply in writing to Beverley Motors, Coombe Rd., New Malden, Surrey. (12140)

EXPERIENCED car salesman required for North London district, capable of handling large range of new and used cars.—Box 5808. (3250)

MECHANICS, skilled and semi-skilled, required immediately, full union rate, plus proficiency pay according to capability; N.W. Surrey area.—Box 5605. (2860)

FULLY skilled Ford man as tester/receptionist required by main Ford dealers in South West; accommodation available.—Apply White Bros., Taunton. (2617)

WANTED, first-class working foreman mechanic, preferably with Singer car experience, capable of taking full control when necessary, write, stating age and experience, to: E. LAWRENCE (MOTORS), Ltd., Singer Distributors, New St., Aylesbury. (2936)

EXPERIENCED tester mechanic required for testing E and final adjustments, all makes medium popular cars West London area; please state full details of past experience and salary required.—Box 5722. (3252)

SITUATION vacant for a competent and aggressively active car salesman, who will be a sales manager for a motor firm handling one of the big three products as main agents over a large area in the north-west.—Box 5568. (2847)

SITUATIONS VACANT

APPLICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners to bring new repair service for which there is no competition.—Apply Box 2360. (3269)

SENIOR Automobile Design Draughtsman required by a well-known Midland Company for interesting work in connection with new sports car projects; automobile experience essential; please reply giving full details to—Chief Design Engineer, Box 5714. (3229)

CHAUFFEUR required, country house 30 miles north of London; Rolls-Royce experience; cottage available; apply stating age, details of previous experience and wages required to—O. Bagshaw, Barwythe House, Studham, Beds. (3251)

WANTED, first-class motor mechanics for Ford Main dealership, ideal working conditions, pension scheme, bonus scheme, sports club.—Apply, Works Manager, Lamberts of Kingston Ltd., 140, London Rd., Kingston-on-Thames. Tel. Kin. 3171. (3252)

EXPERIENCED car salesman required by large modern garage, Austin and Morris Distributors and other agencies; send full details of experience and anticipated remuneration to—Sales Manager, H.T.P. Motors, Ltd., Truro, Cornwall. (5253)

RECEPTIONIST (male) wanted for Ford Main dealership; must have personality and mechanical knowledge; pension scheme, bonus scheme, sports club.—Apply, Works Manager, Lamberts of Kingston Ltd., 140, London Rd., Kingston-on-Thames. Tel. Kin. 3171. (3251)

FACTORY Manager.—Established British company in India have vacancy for factory manager in tyre retreading organisation; sound knowledge of technique and modern selling methods essential.—Write full particulars to Box 5669, c/o Streets, 110, Old Broad St., E.C.2. (3342)

SALES Engineer (clutches) required by leading Mid-S and manufacturer of motor vehicle components, must have engineering background to H.N.C. or equivalent, and a knowledge of automobile and power plant design, together with proved ability for carrying out negotiations with technical executives at high level.—Applications, giving full details of qualifications, experience and salary required, to Box 5757. (3291)

TECHNICAL Author.—Joseph Lucas, Ltd., require a technical author, of H.N.C. (Electrical Engineering) or equivalent qualification and some practical working training; duties will include the preparation of technical literature on automobile electrical equipment, participation in the preparation of technical exhibits and attendance at shows, etc., where technical exhibits are displayed; please reply stating age, qualifications and experience to—Personnel Manager, G. King St., Birmingham, quoting reference PM/D/2. (3235)

EFFICIENT male clerk required by long-established motor dealers; must be accurate at figures and capable of assuming full control of hire purchase and insurance documentation; as this situation carries with the successful applicant in constant contact with our customers a tactful and pleasing personality is highly desirable; age 25-35, 5-day week, half-day Wednesday; this position is permanent and carries a good salary for the right man; apply in writing, stating age, qualifications and salary required, to—Secretary, Naylor & Root, Ltd., 250, Lavender Hill, Clapham Junction, S.W.11. (3261)

SITUATIONS WANTED

FOREMAN motor fitter, moving from London in June, seeks situation in Norwich or thereabouts, good estimator and disciplinarian, 41 years old, 25 years' experience.—Box 5760. (3252)

WORKS manager or manager, garage or private fleet, 38 years' experience, used to full control, wide knowledge, 20 years managerial positions, good health, excellent references, available 1st July; London area preferred.—Box 5806. (3425)

HOTELS, GUEST HOUSES, ACCOMMODATION

PERFECT holidays overlooking Torbay's enchanting scenery; 6 to 9gns incl.—Forest Hotel, Torquay (4842). (0322)

BOURNEMOUTH.—Pier Hotel, Sea Rd., Bournemouth; overlooking pier and bay; accommodation for tourists.—Boscombe 34281. (2664)

LAND'S END.—Seamen Cove Hotel, Seamen 275, Licensed, A.A., R.A.C., Sandy Cove, safe bathing. Unsurpassed sea views and rugged coastal scenery. Excellent cuisine, 8-10gns weekly. (0049)

CORNWALL.—Eirenikon Guest House, Tintagel; sea view; beautiful gardens; h. & c. water; sprung mattresses; personal supervision.—Misses Tremain and Ash. (1121)

JERSEY.—Comfortable accommodation 100 yards from beach, every convenience, personal service; 6gns; vacancies June early July, September.—Mrs. Park, 8, New Rd., Gorey. (2988)

SANDRINGHAM visiting or East Coast.—Chequers Hotel, Holbeach, centre first-class wild-fowling, or Red Lion Hotel, Spalding. De-lighted to cater coach parties, luncheons, dinners, teas. (0347)

DAWLISH, Devon.—Pleasant hotel in beautiful grounds; fitted carpets, interior sprung mattresses, h/p water all bedrooms; good food, personal attention; two lounges, car park; near beach and shops; from 5gns; brochure; resident owners.—Oak Park House, Dawlish 313131. (3469)

HOTEL GUIDES

GOOD Food Club members recommend over 800 places throughout Britain which serve a good meal at a reasonable price, in the Good Food Guide 1954. Revised and enlarged and still 5/- from all book-sellers.—Published by Cassell & Co., St. Andrew's Hill, London, E.C.4. (9857)

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GODDARD, DAVISON & SMITH, LTD.,
MOTOR AND GENERAL AUCTION MART.

AUCTION SALES EVERY MONDAY.

at 10 a.m.

PLANT EQUIPMENT, MACHINERY, TOOLS,
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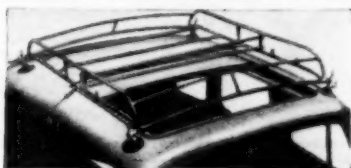
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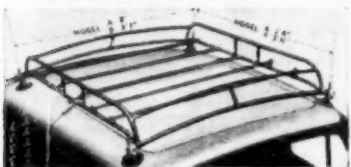
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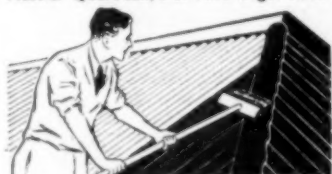
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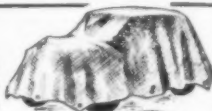
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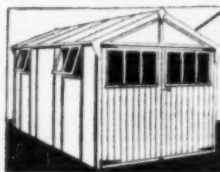


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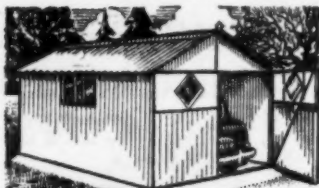
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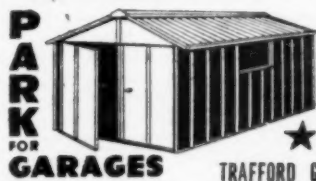
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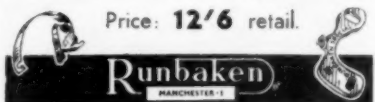
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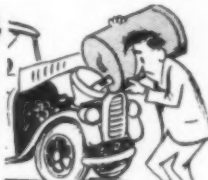
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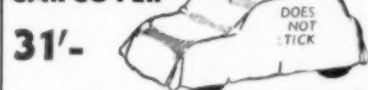
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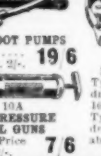
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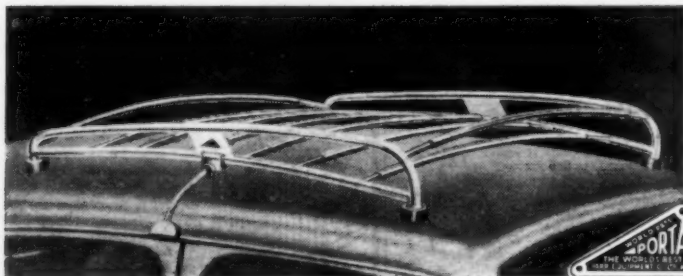
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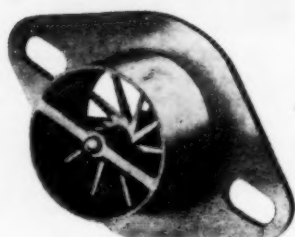
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INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE
A.C.-DELCO (DIV. OF GENERAL MOTORS, LTD.)	45	GARRINGTONS, LTD.	13	OAKWOOD TRADING CO.	87
Aero Spares Co.	4	General Accident, Fire & Life Assurance Corp., Ltd.	93	Oldham & Son, Ltd.	Cover iii
A.F.N., Ltd.	Edit. 814	Girling, Ltd.	Cover ii	Optical Products	8
Alpha Woodcraft, Ltd.	87	Glanfield Lawrence, Ltd.	51		
Amal, Ltd.	Edit. 814	Grand Hotel Du Pavillon, Paris	89	PARK LINES, LTD.	88
Aquatex, Ltd.	89	Gregory (Hedgerley), Ltd.	89	Part Equip. Co., Ltd.	90
Arnes, H. L., & Co., Ltd.	6	Gregorys of Uxbridge, Ltd.	89	Perry, W. Harold, Ltd.	50
Ashmore Auto Eng's., Ltd.	50	Grosvenor Motors (Manchester), Ltd.	47	Portable Concrete Buildings, Ltd.	46
Auster, Ltd.	45	Guyson Industrial Equipment, Ltd.	88	Portman Supply Co.	88
Austin Sales & Service	42, 43			Premier Motor Policies, Ltd.	88
				Pride & Clarke, Ltd.	87, 93
BARNACLE, LTD.	38	HALL, ROBERT H., & CO. (KENT), LTD.	87		
Batley, Ernest, Ltd.	90	Hamilton Motors (London), Ltd.	2, 50	RIDLEY INDUSTRIAL, LTD.	46
Bennett (Hyde), Ltd.	88	Headen, A. E., Ltd.	89	Robinson, L., & Co. (Gillingham), Ltd.	44
Bentley Motors (1931), Ltd.	21	Headquarter & General Supplies, Ltd.	88, 89	Rootes, Ltd.	17, 35
Bernie, A., & Co. (Queensferry Auction), Ltd.	47	Henlys, Ltd.	52	Rose & Young, Ltd.	48
Berry, Wiggins & Co., Ltd.	87	Hepworth & Grandage, Ltd.	39	Rowland Smith (Motors), Ltd.	51
Blanchflower (Kettering), Ltd.	91	Hollis, J., & Son	92	Rubery, Owen, & Co., Ltd.	8
Bluemel, Bros., Ltd.	10	Horrocks, R., & Co.	44	Rumbken Electrical Products	88
Boon & Porter, Ltd.	51	Houdaille Hydraulic Suspension Co., Ltd.	87	Rye, Claude, Ltd.	90
B.P. Petrol	41				
British Leather	15	ILIFFE & SONS LTD.	10	SAUNDERS, H. A., LTD.	49
British Railways, Car Carrier Services	12			Shadow Instrument, Ltd.	87
Bull, J., & Sons	88	JAGUAR HOUSE	47	Silver City Airways, Ltd.	44
Bushell, H. H., & Co.	14	Jenks Bros., Ltd.	92	Skipper Tobacco	14
		Johnson, S. C., & Son	16	Smith's of Bristol	88
CAMDEN MOTORS, LTD.	49			South-Eastern Battery & Electrical Co.	88
Carburetor	29	KAY BROS., LTD.	4	Stenor, Ltd.	9
Car-Coverall, Ltd.	40	K.L.G. Sparking Plugs, Ltd.	20	Stewart & Ardern, Ltd.	31
Carmo (1929) Ltd.	51			Sutcliffe, F. & H., Ltd.	92
Carreras, Ltd.	6	LANKESTER ENGINEERING CO., LTD.	51	Sydney, John, Ltd.	12
Castle's Unit Development, Ltd.	6	Leco Accessories, Ltd.	93		
Catford, D. S., Ltd.	91	Leytonstone Jig & Tool Co., Ltd.	90	TAYLOR & CRAWLEY	Edit. 813
Celspray, Ltd.	93	Lindaco	89	Thomson's (Carron), Ltd.	92
Cheshire, Maurice, Ltd.	36	London Caravan Co., Ltd.	14	Thorn, J., & Sons, Ltd.	88
Chloride Batteries, Ltd.	28	Luton Motor Co., Ltd.	46	Tubex Silencer Co., The	88
Citroen Cars, Ltd.	30			Tudor Accessories, Ltd.	40
Claybourn, E., & Co., Ltd.	47	MAIDSTONE ENGINEERING CO.	47	Turner Mfg. Co., Ltd.	7
Collier & Collier, Ltd.	89	Marble Arch Motor Supplies, Ltd.	46	Turner, William (Kismet), Ltd.	15
Cologne, City of	91	Martin Walter, Ltd.	34	Tyre Products, Ltd.	34
Cooden Engineering Co., Ltd.	51	Masteradio, Ltd.	38		
Coombe Bridge Garage, Ltd.	49	Mayfair Garages, Ltd.	51	UNIVERSITY MOTORS, LTD.	Edit. 813, 32
Coombe Constructions Co.	88	Mays, Raymond, & Partners, Ltd.	48	Utility Industrials	89
Cords Piston Ring Co., Ltd.	89	Millers Car Equipment	92		
County Garage, The	47	Monroe, Joe	48	VACUUM OIL CO., LTD.	24
Cox & Co. (R.W.), Ltd.	36	Morris, S. & Co., Ltd.	50	Vauxhall Motors, Ltd.	25
		Motor Mart, The	47	Victoria Motorworks, Ltd.	46
DENHAM'S GARAGE (ESHER), LTD.	48	Motor Transport	13		
Denton Bros.	88	NASH CONCESSIONAIRES, LTD.	48	WAKEFIELD, C. C., & CO., LTD.	37
Dollond & Aitchison, Ltd.	44	National Benzole Co., Ltd.	19	Walker, J. J.	89
Duckham, Alexander, & Co., Ltd.	26	Naylor & Root, Ltd.	48	Wallace, R. & R. & Co., Ltd.	44
Dunlop Rubber Co., Ltd.	18, 22, 23	Neale, James, & Sons, Ltd.	91	Walton, E. C. & Co., Ltd.	87
		Neo Electrical Industries, Ltd.	87, 89	Watkins, Eustace, Ltd.	30
ECONOMIC SUPPLY SERVICE, THE	8	Neumann, Ch. J., Ltd.	32	Weathershields, Ltd.	4
E.F.S. Motors, Ltd.	48	Newnham, Ltd.	49	Wembley Court Motors	91
Elite Motors (Tooting), Ltd.	50	Newton & Bennett, Ltd.	36	Westbury Garage, Ltd.	10
Enfield Tyre Co.	38	Nova Productions, Ltd.	5	West End Caravan Co., Ltd.	12
Esso Petroleum Co., Ltd.	33	Nunn, H. E., & Co., Ltd.	47	Wilcot (Parent) Co., Ltd.	90
Everard & Co., Ltd.	89	Nutting Bros., Ltd.	40	Wilnot-Breeden, Ltd.	Back Cover
		Nuway Mfg. Co., Ltd.	2	Wolsley Motors, Ltd.	1
FELTHAM, WALTER H., & SON, LTD.	88				
Ferodo, Ltd.	27			ZENITH CARBURETTER CO., LTD.	11
Firestone Tyre & Rubber Co., Ltd.	3			Zenith Motor & Engineering Co., Ltd.	49
Fletcher Miller, Ltd.	87				
Ford Motor Co., Ltd.	Front Cover				

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